

BUSINESS

AIR TRANSPORTATION

VOL. 27, No. 5

NOVEMBER 1955

★ ★ ★

THE AIR MAGAZINE FOR THE BUSINESS EXECUTIVE

★ ★ ★

AIR WAYBILL/AIR CONSIGNMENT NOTE
ISSUED BY
SABENA
UNIFORM AIRBILL—NON-NEGOTIABLE
NATIONAL AIRLINES, INC., AIR FREIGHT

PAN AMERICAN WORLD AIRWAYS SYSTEM
CLOSED CARRIER SERVICE
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SCANDINAVIAN AIRLINES SYSTEM
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HOW TO CALM EMERGENCIES!

USAF HERCULES

The early presence of U.S. troops in a trouble zone has often prevented disorders and averted actual combat. The important thing is *getting them there in a hurry* to meet any emergency.

The new C-130 Hercules is an excellent airplane for this job. This combat cargo transport carries 92 fully-equipped troops at high speed over long routes in air-conditioned, pressurized cabins which minimize in-flight fatigue.

The Hercules was designed for urgent action. Its unique tail ramp permits troops to run aboard. With its four Allison T56 turboprop engines it takes off in 12 seconds, uses improvised runways for landing troops closer to action.

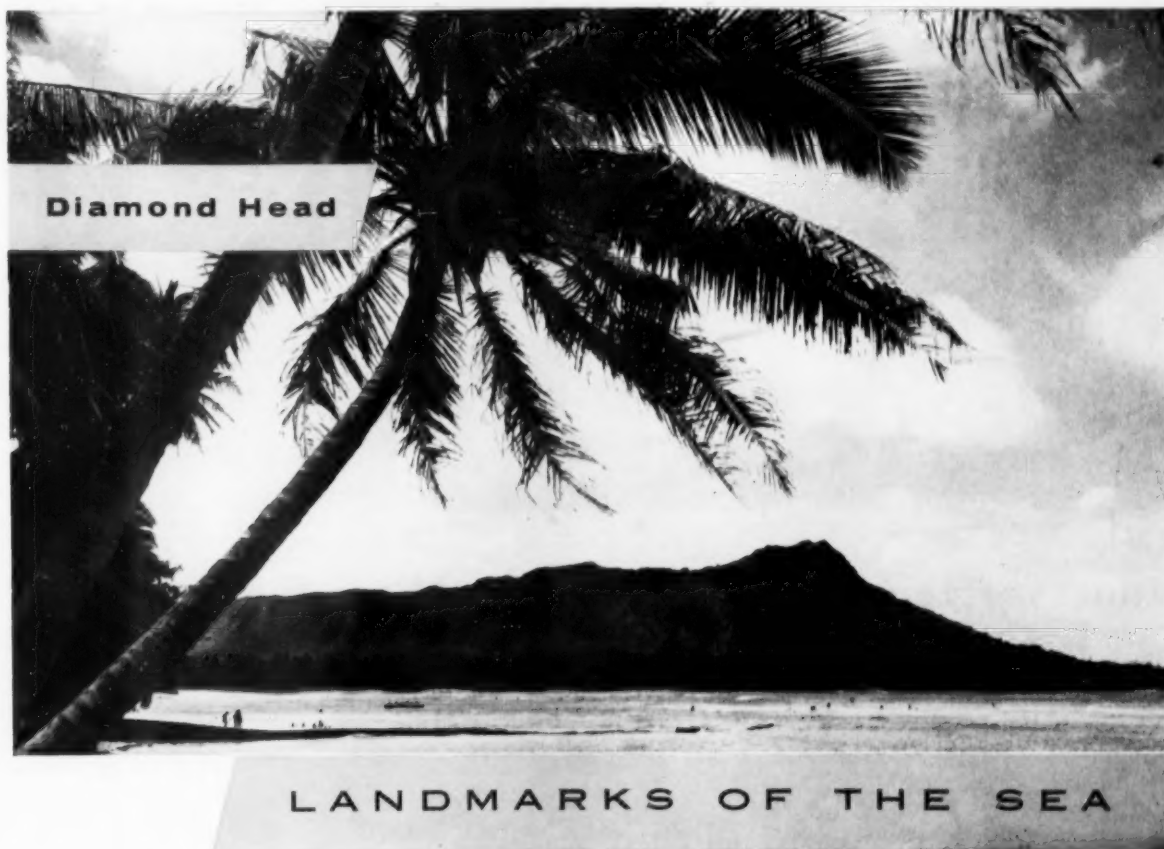
The Hercules is in quantity production today for the USAF as a paratroop carrier, cargo carrier, troop carrier and airborne ambulance. It's another product of Government Aircraft Plant No. 6, in Marietta, Georgia, America's first turboprop production line for transports.

LOCKHEED

AIRCRAFT CORPORATION

Georgia Division, Marietta, Georgia





Like some mighty sphinx or lion couchant, Diamond Head guards the approach to Honolulu, the favorite seaside resort of Hawaii's ancient kings. Originally known as Leahi, meaning "Place of Fire", it is said to have been the home of the fire goddess, Pele. It was her tears that were found by the British sailors who, thinking the gleaming crystals were diamonds, called it Diamond Head.

This picturesque promontory jutting out five or six miles east of Honolulu is the most perfect as well as the best known of all secondary craters in the islands. The regularity of the elliptical cone indicates that it was created within a few hours by an extremely rapid projection that was deflected to leeward by a strong trade wind piling the tuff up disproportionately. Animals now enter the crater freely through some small breaks in the rim and it is used as a pasture.

Since the harbor which can shelter the world's largest ships meant little to the Hawaiians who preferred to run the surf at Waikiki, it is not surprising that at least five expeditions including those of Captain Cook and Captain Vancouver passed this famous landmark before the harbor was discovered in 1794 by Captain Brown of the "Butterworth."

TALBOT, BIRD & CO., INC.

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NOVEMBER 1955—PAGE 3



Whatever your reason for getting there faster...

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AIR TRANSPORTATION

The World's First and Only Air Cargo
Magazine . . . Established
October, 1942



Member of Business Publications Audit
of Circulation, Inc.

AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post, as well as using the domestic and international air mail services. Included in **AIR TRANSPORTATION'S** wide coverage are: air shipping, cargo plane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarders, and business flights.

Subscription rate for United States and Territories, \$5.00 for one year, \$8.00 for two years, and \$11.00 for three years; foreign countries, \$6.00 for one year, \$10.00 for two years, and \$14.00 for three years. Individual copies (except November), 50 cents each; November issue, \$1.00 per copy.

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November, 1955

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Net circulation of this issue (not including distribution to advertising agencies, advertising prospects, public relations firms, newspapers, and magazines; special distributions for promotional purposes; and cash sales) totals 8,036 copies. Gross circulation is more than 9,000 copies. This issue will be received by a minimum of

6,841 shipping and business executives, including:	472 airline executives and other personnel
2,928 traffic managers	115 military personnel (principally MATS)
1,047 presidents; partners; proprietors	6 banks
65 vice presidents	18 insurance firms
48 secretaries; treasurers; controllers	89 trade organizations
502 freight forwarders	213 Federal, state and city government departments
437 export-import managers; export-import merchants	97 educational institutions and students
385 purchasing agents	63 business and public libraries
994 aviation department heads of commercial and industrial firms	44 foreign governments
134 general and sales managers	53 aircraft and aircraft equipment manufacturers
221 shippers awaiting sub-classification	25 miscellaneous

The most recent study of *Air Transportation's* circulation has shown a pass-along of each issue to 3.45 persons, or a total readership of 4.45 persons per copy. On this basis, this issue of *Air Transportation* will be read by a minimum of 40,050 persons. The latter figure does not include readers not classified under "net circulation."

SMART SHIPPERS
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(REG. U. S. PAT. OFF.)

FOR PROFITS
SHIP
BY AIR

VOL. 27

NOVEMBER, 1955

No. 5

Seaboard-REA Deals Give Express Overseas Outlet

NEW YORK—The Air Express Division of Railway Express Agency, which has agreements with 30 scheduled domestic airlines, has signed an agreement with Seaboard & Western Airlines whereby one-way bill air express service will be extended to major points in Europe, the Middle East, Asia, and Africa. REA, with its 370,000-mile domestic rail and air express network, will serve as exclusive general sales agent for the certificated transatlantic cargo airline.

International air express, after a spectacular rise, ceased after 1949. Thereafter, all operations were purely on a domestic basis. Domestic air express, which has received important competition from air freight and air parcel post, nevertheless reached a high in 1953 (42,515,000 revenue ton-miles), but slackened somewhat last year. At its peak in the final international air express year of 1949, a total of 49,444 revenue ton-miles was flown. This was substantially higher than the best year for domestic air express.

Seaboard operates a fleet of six DC-4s and four *Super Constellations*. It has two more *Super Connies* on order.

CAB Sets International Forwarder Case for Feb.

WASHINGTON, D. C.—The tentative date of February 20 has been set for the opening of the Civil Aeronautics Board's investigation of the international air freight forwarder.

The subject of joint rates between air forwarders and air carriers, approved by the CAB in the Domestic Air Freight Forwarder Case (see *Victory for the Domestic Air Freight Forwarder* in October AT), will be carried over into the heart of the international case. The Board has ruled that forwarders may enter into agreements with the airlines to get volume rates lower than those available to individual shippers of similar bulk. This proposition already has been hit by three cargo airlines—ASA, International Airlines, Riddle Airlines, and Seaboard & Western Airlines.

Relief Supplies Airlifted

Flood in Mexico and hurricane in the British West Indies recently had Air France, BOAC, and Airwork in the roles of angels of mercy. Air France responded to an appeal made by the Mexican Red Cross and flew in 10 billion units of penicillin. BOAC and Airwork airlifted more than 15 tons of relief supplies from London to Trinidad, most of it via New York.

Russia in IATA?

NEW YORK—It is understood that the International Air Transport Association will invite Aeroflot, Soviet Russia's national airline, to join the world organization. According to Sir William P. Hildred, IATA director general, Russia turned down a similar invitation to join eight years ago.

Lord Douglas, chairman of British European Airways and newly elected IATA president, expects to travel to Moscow to initiate discussions on the possibility of opening commercial air service between Britain and the Soviet. Sir Miles Thomas, BOAC chairman, has indicated his interest in a London-Tokyo service via Moscow and Mukden or Peking. Pan American World Airways also is reportedly interested in a service to the Russian capital.

How Panagra Does It

LIMA, PERU—Here's one way how John A. Regan, Panagra's cargo sales superintendent here, takes care of the subject of special cargo handling. It's all in this circular letter, headed *Prominent Passenger Notice*, addressed to the airline's general sales agents, district traffic managers, and station managers:

"Management has informed us that a very important passenger will be traveling frequently over Panagra routes in the near future on an indefinite itinerary. It is an item of utmost interest to all concerned that he be afforded, to the utmost degree of our ability, all the usual Panagra courtesies and fine attention of which we are proud.

"Because of the unusual characteristics of this person we feel it important to advise you that subject passenger is unable to walk and must be handled efficiently and solicitously at each destination. Besides this tragic infirmity the passenger is deaf, dumb, and blind, which only helps to compound his possible intransit difficulties, so it will be necessary for each one of us in the sales offices and airports to keep our eye open to help smooth out all the travel problems which might arise, with a minimum of delay, confusion and aggravation to the aforementioned and the friends waiting to meet him along the way.

"The passenger's name is REVENUE CARGO and we know that we can count on each one of you to keep your eye on his movements, to insure a lasting good impression of Panagra and also, his continued patronage."

John A. Regan
Cargo Sales Supt.

Hildred on Air Cargo: People Slow to Learn

NEW YORK—Sir William P. Hildred, director general of the International Air Transport Association, in his report on the state of the international air transport system, referred to air cargo in the following terms:

"We are also carrying on energetically with a policy of expanding the cargo market. Within the last year we have instituted sweeping new commodity rating systems to benefit the shipper and we hope to extend their effect. Yet we are aware of the difficulties ahead. It is difficult to develop a rate structure which will open up the market without jeopardizing unduly our existing revenues, and it is a major task to spread the gospel of air cargo. Experience in Europe and on this side of the ocean show that manufacturers generally know little about cargo rates and even less about the unseen advantages which lie below the surface of the tariffs. Few, for example, are aware of the savings in packaging and insurance which air cargo affords. Few realize how quick air cargo service can cut warehousing costs and reduce the dead weight of inventories. Very few realize how much safer air cargo is from pilferage and loss. I have only recently heard quoted figures which indicate that even in domestic transport inside this Continent the actual experiences of claims per 100 shipments is almost five times less for air cargo than for other forms of transport.

"I am clear that if every shipper made his choice of routing on the basis of all available information the amount of air cargo traffic would double at present rates. People are slow to learn. If I stood outside the Waldorf today selling dollar bills for a nickel, it would take an hour or two before people would believe it was true. By then, of course, I should have gone inside. We don't propose to do that with air cargo. We shall continue the educative process and confidently expect to tap the mass market as soon as we can get the rates down to figures which will bring a flood of traffic. That is our aim."

Lord Douglas to Head IATA

NEW YORK—The presidency of the International Air Transport Association, currently held by Juan T. Trippe, president of Pan American World Airways, will be taken over by Lord Douglas of Kirtleside at the 1956 general meeting of the world airlines organization. Lord Douglas, who is chairman of British European Airways, was elected at the closing session of the 11th annual general meeting here. During World War II, he served as Air Chief Marshal.

Air Charters

Lambert Brothers, Ltd., of London, reports at press time that "a fairly high level of activity has prevailed on the market and a firm tone has been maintained throughout, although there is no particular feature at present, interest being fairly evenly divided between passenger and cargo business. These healthy conditions are a result of a sustained general enquiry, which, for the most part, appears to be of a serious nature."

Reported Dyson Air Freight, New York: "The stevedore strike in the early half of September had little or no effect on the charter market as far as fixtures were concerned. Enquiries were plentiful, varied, and mostly unrealistic. Surface transportation strikes or stoppages of any kind have never and will never materially affect the American air charter market. It was not predicated on misfortunes or irregularities of ocean shipments."

Air Freight Forwarders

Air Express International Corp.: According to Charles L. Gallo, president, AEF's recently instituted tariff has brought enough of a traffic volume between Germany and the United States to make possible further rate reductions. Here is one example given by Gallo: a 50-pound specific commodity shipment moving from

Dusseldorf to New York/Newark now costs \$22 via AEL, compared with the airline rate of \$38.50.

Empire Foreign Freight Forwarders, Inc.: Alan D. Gould, traffic manager, has announced "a new warehousing and distributing service to expedite international air freight shipments through the New York gateway to destinations in Europe, Asia, Africa, and South America." Gould further stated:

"Empire will arrange to secure warehousing space at strategic points convenient to the international airports. Inland shippers may ship bulk via truck or rail to New York. There, the goods will be stored pending notification from the shipper, the requisite goods will be taken out of inventory, stenciled with the appropriate marks along with complete documentation covering the shipment, and delivery will be performed the same day.

"Thus, it is possible, if the inland shipper wires instructions, within hours of the same day the shipment will be at the airport awaiting carriage by the air carrier to foreign destination. Combination truck and air service through Miami out of New York is also provided. The inland shipper will not only expedite movement of his air freight, but he can cut his transportation costs and reduce his own storage and labor requirements. To ship in bulk quantities to Empire's distributing centers will wipe out the onerous minimum charges on small shipments that ordinarily adhere to air freight shipments while in transit to the New York gateway. Warehousing and distributing charges will conform to the existing competitive rate structure with none of the premium charges that usually cling to international air freight

shipments. The whole operation is under one control."

Emery Air Freight Corp.: Here's an interesting item straight from Emery's always absorbing newsletter:

"Five years ago, any production, purchasing or traffic man who had suggested supplying an assembly line by air freight for six months would have run the risk of being moved to the desk by the water cooler. But, it's rather evident now that you no longer need fear making such a suggestion, if the circumstances warrant it. For example: An air conditioning manufacturer wanted to speed up his assembly line so as to make more units available for sale during his peak, hot weather selling period. He reasoned, naturally, that any assembly line stoppage that occurred during the speed up would be disastrously costly, more than wiping out the extra profit to be made from the increased units produced. He also reasoned accurately and realistically that over a period of time his vendors would have delays in production of the extra components he needed and there would be delays in the transportation of the components from the vendors. It was obvious that for safety he must increase his inventory stockpile of components.

"But here he was stymied: The vendors were already producing at capacity. His inventory stockpile could not be built up to match the increased consumption of the accelerated production line. He decided he simply couldn't take the chance of a stoppage. The logic, up to this point, was correct. However, it was based, partially, on an outmoded premise: that the inventory stockpile has to be large enough to cover the eventuality of a surface trans-

AIR FREIGHT FOR AUSTRALIA...OR POINTS WEST?



Qantas knows the South Pacific

Qantas Super Constellations fly regular schedules from Vancouver-San Francisco to: Honolulu, Fiji, *Samoa, *Tahiti, *New Zealand and Australia (immediate connections to all points), New Guinea, New Caledonia, New Hebrides, Solomons, etc. . . and points east: South Africa, Asia, Europe. Australia's Overseas Airline serves 5 continents and 26 countries.

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portation delay. The premise is outmoded because air freight can leap-frog partial shipments from vendor to manufacturer right over the head of stalled surface deliveries in a matter of hours, not days. It becomes the escape valve which makes it possible to increase your head of production steam with safety.

"The man by the water cooler—he had made this same suggestion, five years before—suggested the use of air freight. It was tried during an experimental period and found not wanting. Then the production line was speeded up, and for six months it purred at top speed. The escape valve was necessary—practically every day an air shipment was brought in from some vendor. At the close of the six-month period the increased transportation cost was measured against the increased profits. Air freight won its case brilliantly.

"The man by the water cooler has a new desk and a new location."

Pan Maritime Cargo Service, Inc.: Designed as an aid to air shippers, the company has issued a new 50-page *Memorandum Tariff and Destination Guide*. The manual, containing information on documentary requirements of various countries as well as a comprehensive schedule of lower-than-airline rates to all destinations, is bound in a leatherette cover. The company stated that "special attention is given to the problem of small shipments. (See Item No. 62, *Come 'n' Get It*," in this issue.)

Air Mail

In a report issued by Postmaster General Arthur E. Summerfield, it was revealed that the Post Office Department's experimental airlift of first-class mail is

carrying approximately 6% of the more than 17 billion pieces of non-local first-class mail handled annually. The experiment has not cost any discernible loss in air mail revenue. The airlift carries the regular first-class letter with the normal 3¢ stamp when space is available on aircraft.

Airports

The Port of New York Authority's proposal for a temporary \$50,000 heliport on the bulkhead at the foot of West 30th Street, New York (see *October Air Transportation*) has won the backing of a number of important helicopter figures, including I. I. Sikorsky, engineering manager Sikorsky Aircraft, United Aircraft Corporation; Harry S. Pack, vice president, Piasecki Helicopter Corporation; Harvey Gaylord, vice president, Texas Division; Bell Aircraft Corporation, Colonel William B. Bunker, president, American Helicopter Society and Commandant of the Army Transportation School, Fort Eustis, Virginia; and A. V. J. Vernieuwe, vice president operations, Sabena.

Seattle-Tacoma International Airport reports that total freight pounds handled during the month of August reached 2,584,218, in contrast to 2,275,849 pounds in August of last year. During the first eight months of 1955, a total of 20,359,349 pounds of freight was handled at the airport. This represents an increase of 3,297,514 pounds over the total recorded during the same period last year.

Civil Aeronautics Board

The CAB has issued a permanent certificate of public convenience and necessity to Trans-Texas Airways, a local feeder airline operating in the states of Texas, Louisiana, Arkansas and Tennessee.

Congratulations

United States Airlines

National: L. C. (Les) Wisenauer, ex-Miami district sales manager, elevated to the position of cargo manager, responsible for the system's cargo sales and operations.

Pan Am: Everett M. Goulard named vice president-industrial relations.

Riddle: Howard R. Donaldson promoted to operations manager.

Slick: Americo J. Focacci appointed district sales manager in charge of domestic and international sales in the New York area.

United: Ernest J. Williston and O. W. Lott named station service managers at Denver . . . R. B. Link appointed chief of station ground service at Youngstown.



Wisenauer

United States Overseas: Captain Edward F. Norman (ex-Pan Am), appointed vice president-operations.

Western: G. C. Brooder, aviation veteran, elected vice president . . . Kenneth O. Smith appointed director of public relations, and Bert D. Lynn named director of advertising and sales promotion.

Foreign Airlines

Airwork Atlantic: Paul J. Dearie appointed regional sales manager for Philadelphia . . . Paul L. Van de Velde and Alexander L. Chambers named to the respective posts of manager of operations and assistant to the manager of operations at Idlewild.

BOAC: The following executive personnel changes have been made at the London head office: H. O. Houchen, from general manager-stations and traffic, to deputy operations director . . . J. R. Stainton, from general sales manager to general manager-stations and traffic . . . Gilbert Lee, formerly responsible for the airline's interests in its subsidiary and associated copies, now general sales manager.

British West Indian Airways: Leslie G. S. Hyland appointed commercial manager.

Central African Airways: W. L. Stedman named manager of the Sales Division . . . R. A. Weeden appointed sales promotion manager . . . A. B. Ginns now serving as Central Africa Area sales manager.

Japan: President Seijiro Yanagita re-elected to his office.

Philippine: Ralph Ygoa succeeds Colonel B. L. Anderson as vice president.

Swissair: Ed LeBlanc appointed cargo sales representative in the Cleveland area.

Indirect Air Carriers

Airgo International: Robert S. Anis named San Francisco sales representative.

Emery Air Freight: R. W. Moore, Sr. and George C. Neal elected directors . . . Arthur Wilson Winship, Jr. named manager of the Cincinnati office . . . Robert K. Uniacke appointed sales representative attached to the same office.

Aircraft Manufacturers

Bristol: P. G. Masfield (ex-BEA), appointed the company's first managing director.

Fairchild: Admiral Robert B. Carney elected a member of the Board.

Lear: Roy Benecchi elected vice president.

Lockheed: James E. Boyce named commercial sales manager of the California Division . . . Thomas F. Bergmann senior sales representative on Boyce's staff.

Piasecki Helicopter: Harry B. Horne, Jr. appointed assistant to Vice President Wesley R. Frysztacki.

Miscellaneous

Port of New York Authority: John R. Wiley succeeds Fred M. Glass, who resigned, as director of aviation . . . Marshall D. Kochman named deputy director of aviation.

(For more news briefs, turn to Page 88)

HOW FAST DOES IT GET THERE?

Are you sure your air shipments to the Orient get the speed and service they deserve?

Japan Air Lines has a proven record of consistently fast service—no "off loading" even for mail or military cargo. It's real RUSH service—personalized all the way—at no extra cost!



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OBJECTIVES

The objectives of the Transportation Section are the promotion, advancement, protection and service of the interests of its members in all phases of the transportation industry and activity, in the following four committees. Automotive, Aviation, Marine and Railroad.

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*It wasn't sunshine that made Miami a boomtown—
it was the development of air commerce. And right
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MIAMI INTERNATIONAL AIRPORT ... TARGET FOR SHIPPERS



Riddle Airlines, North-South all-cargo carrier, is located near the United States Quarantine Station through which thousands of animals pass each month.



Ransa's spacious warehouse is in close proximity to airborne boxcars and railborne boxcars, reducing handling time.

AS early as 1911, Miami recognized that its destiny lay in developing air commerce with Latin America. With a population of less than 10,000, it spent \$7,500 to bring an airplane to the city for six demonstration flights.

That was a good chunk of money for such a small community to spend on what most of the world was saying for more than the next two decades was little more than a device to help dare-devils break their necks.

Today metropolitan Miami has a population of nearly three-quarters of a million, and 10% of its families earn incomes directly from aviation.

Indirectly, everyone benefits, for the Dade County Port Authority cleared something like \$2 million for taxpayers from its operation of Miami International Airport last year.

By now everyone is realizing that those earnings are just beginning. Far more important, the 60-odd airlines serving this air terminal are learning the historic lesson of transportation—that while passengers continue to be the most profitable payload per plane, cargo holds many times greater significance in economic development of the lines.

Airport's Record

AIR TRANSPORTATION carried the figures for the airport's handle during the first six months of 1955 in its September issue: passengers, 1,685,132; mail, 15,895,412 pounds; cargo, 66,956,600 pounds. Behind these cold figures are chapters of the most dramatic, colorful and significant history of transportation.

Anyone who reads this publication knows that air freight is faster, reduces paper work, permits economies in inventories, lowers insurance rates and allows greater scope for uses of capital. Ever since World War II,



Pan American World Airways' hydraulically controlled ramp enables cargo handlers to operate efficiently with any type of cargo plane.

Miami air forwarders have had extra distinct sales advantages.

Latin America is second only to Canada as our most important market, and is expected to be the most productive before very long. Miami is closer to 98% of all Latin American centers than any other major city in the United States.

Cheaper Rates

Since most of these centers are in mountains or inaccessible for surface transportation by reason of jungles and other barriers, air rates through Miami often are cheaper. This formula stands up:

It is usually cheaper to ship any article manufactured east of the Mississippi from Miami by air to Latin America. This also applies to movement of members of the animal (except giraffes) and vegetable kingdoms.

Here's the case of a shipment from Miami to Havana of a 21,341-pound machine capable of producing 3,000 concrete blocks in eight hours. Included in the order were more than 100 molds and a 3,000-pound concrete mixer.

You might say this is one shipment which certainly could be moved only by surface transportation. Yet the consignees discovered it could be flown

by Pan American World Airways easier and at less cost.

Then there's the problem faced by the Gran Circo Americano Circus. The outfit was in Miami and wondering how to keep its contract for a number of shows in San Juan, Puerto Rico. Fa-

cilities by steamship weren't entirely adequate, particularly since one of the main attractions was a six-year-old elephant. The pachyderm had to go along.

Eventually the matter came to the

(Continued on Page 85)



TAN Airlines is doing a big job hauling freight between Miami and Central America.



The Douglas DC-8 (above) and Boeing 707 Stratoliner (above, right) jet transports, purchased by Pan American World Airways at a cost of \$269 million. The 575-mile-an-hour giants will bring London to within 6 hours and 15 minutes of New York.

International trade of tomorrow gains momentum as

FABULOUS TRANSPORT PURCHASES TAKE OVER THE SPOTLIGHT

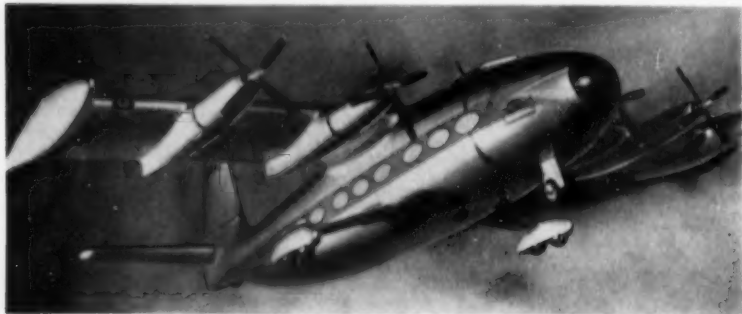
RARELY DOES the news of an airline's purchase of new transports break into the front page, but Pan American World Airways' recent aircraft order did even more than that: it won banner headlines in news-

papers from coast to coast. The reason was self-evident: Pan Am had become the first air carrier to purchase United States-built jets. (National Airlines' president, G. T. Baker, disputed Pan Am's claim to a "first," stating that

on August 10 he told the Civil Aeronautics Board that NAL was purchasing a half-dozen DC-8 jet transports for delivery in 1959 and 1960. The manufacturer, however, asserted that while National had been the first company to record with it the airline's "intention to purchase a stated quantity of DC-8s and to obtain tentative delivery dates," Pan Am was the first to sign a "definitive contract for the purchase of any DC-8 jet transports.")

Pan Am Order

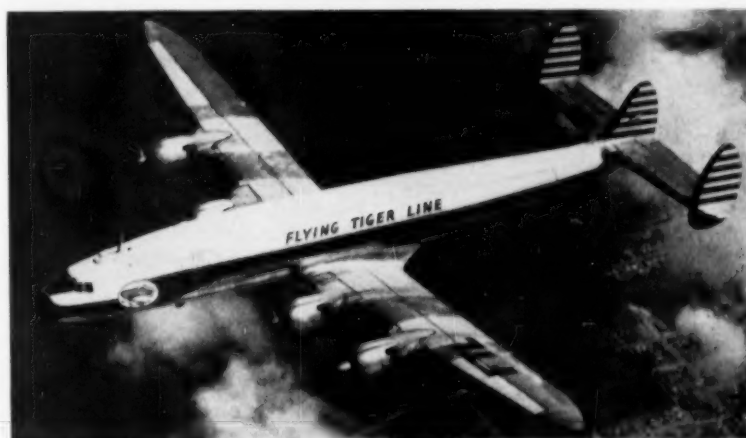
Pan Am's tremendous order, running into an outlay of \$269 million, calls for 25 Douglas DC-8s and 20 Boeing 707 Stratoliners. Boeing will deliver the 707s between December, 1958, and November of the following year. Delivery of the DC-8s will begin a month after, with the final one scheduled to be received 13 months later.



The Frye Corporation's F-1 transport which the designers hope will turn out to be an effective short-haul replacement of the famous DC-3. Its reliance is in economy, safety, and an ability to operate in and out of tiny fields, rather than in speed.



[As AIR TRANSPORTATION went to press, it was learned that United Air Lines had placed an order for 30 DC-8 jets at a cost of \$175 million. The largest single contract for jet airliners yet placed with a manufacturer, it had the effect of putting Douglas well in the lead in the manufacture of such aircraft. In United service—according to UAL President William A. Patterson, the airline hopes to have its first DC-8 flying by November, 1959—the plane will carry from 112 to 140 passengers, in addition to 7,000 pounds of cargo. Previously announced orders for piston-engined transports (\$64.5 million worth) include 21 DC-6Bs, 17 DC-7s, and five DC-6As.]



Ten such Model 1049H Super Constellation airfreighters have been ordered by the Flying Tiger Line at a reported cost of \$70 million. The all-cargo line's purchase of Lockheed's 21-ton payload aircraft represents the biggest single order for commercial cargo planes ever received by a manufacturer.

What Jets Mean

What does the entrance of the Boeing and Douglas jet transports mean to the air shipper and business traveler? The following table, based on some of the points served by the giant international airline, provides a fairly adequate estimate:

(Continued on Page 86)

Scale models of the Vickers 900 Vanguard and Viscount 700, showing comparison in size. The bigger Vanguard, which British European Airways is purchasing, is a 425-mile-an-hour turboprop with a range of up to 2,500 miles



Back in the United States after his recent business trip to Japan, a well-known cargo official advises:

BE *Specific* **ACROSS** *the Pacific*

By **RANDALL T. (CHICK) HOLDEN**

Eastern Air Cargo Manager, Japan Air Lines

RECENTLY I SPENT several weeks in Japan discussing the problems and advantages of air freight with shippers and cargo agents in various parts of the islands. I discovered that little "selling" of air freight needs to be done as nearly everyone I talked with was already thoroughly sold as to its advantages. However, I did find that the specific services of the carriers need further clarification.

I had the impression that the awareness of the advantages of air freight was due largely to the fact that Japan has throughout its history been a leader in world industry and trade. The problem of bringing in raw materials and getting products to its

world markets has been a big headache until the advent of air freight. What with the low unit cost of Japan's manufactured goods, a competitive price can be maintained even after air freight charges are absorbed.

For instance, the distance between factory and market for the average Japanese shipper is around 10,000 miles. This, in terms of time, is about two months by ship or two days by air. The choice leaves him little doubt as to which is best if prompt delivery is a factor in a transaction.

I discovered, too, that the number of domestic flights within the United States was pretty impressive to the shippers I talked with. For example,



A word of wisdom from Holden: "Take along plenty of business cards."

from San Francisco to New York alone we have a choice of 23 flights a day for cargo we bring over from Tokyo.

Take, for instance, the case of Toshio Takagi who manufactures wearing apparel not far from Osaka. He received an order from a New York buyer a year ago for 3,000 units each of happi coats and robes in miscellaneous colors and sizes. The order, placed several months in advance, was forwarded by ship and train.

Some colors and patterns sold well, but others did not, and the New York buyer was left with a big inventory which he had to mark down and finally job out what was left over.

Quick Reorder

In order to keep his customer the following season, Mr. Takagi suggested that the buyer start with a small order, and then reorder after testing customer reaction. One fact alone enabled him to sell this plan to the buyer—the fact that he could get the merchandise to New York by air freight within 72 hours of the time he received the order. Mr. Takagi arranged to split with the buyer the differential of air freight over surface transportation. This was worth it to both him and his buyer, as it gave business to each which would otherwise have been forfeited.

It also works the other way. Michio Shiba, who heads a construction company located near Tokyo, would find it impossible to complete certain contracts by a guaranteed date were it not for the fact that he continually counts on air freight delivery of vari-

(Continued on Page 84)



Holden (second from left) conferring with cargo agents in Osaka.



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AIRLINE CARGO DIRECTORY

A—Agent
AFS—Air Freight Supervisor
ASNM—Agent & Station Manager
CA—Commercial Advisor
CCSM—City Cargo Sales Manager
CFA—City Freight Agent
CPA—City Passenger Agent
CM—Cargo Manager
CS—Cargo Supervisor
CSM—City Sales Manager
CSR—Cargo Sales Representative
CSS—Cargo Sales Supervisor
CRCSM—Central Region Cargo Sales Manager
CSS—City Sales Supervisor
CTA—City Ticket Agent
CTM—City Traffic Manager
CTSM—City Traffic-Sales Manager
CTSR—City Traffic-Sales Representative
DCR—District Cargo Representative

DCSM—District Cargo Sales Manager
DFA—District Freight Agent
DM—District Manager
DS—Director of Sales
DSM—District Sales Manager
DSR—District Sales Representative
DTM—District Traffic Manager
DTSM—District Traffic-Sales Manager
ED—European Director
EDSM—Eastern District Sales Manager
ERCSM—Eastern Region Cargo Sales Manager
ETM—Eastern Traffic Manager
FA—Freight Agent
GA—General Agent
GTM—General Traffic Manager
LM—Liaison Manager
M—Manager
OM—Operations Manager
R—Representative

RCSM—Regional Cargo Sales Manager
RM—Regional Manager
RSCS—Regional Supervisor of Cargo Sales
RTR—Regional Traffic Representative
RTS—Representative of Traffic-Sales
SM—Sales Manager
SNM—Station Manager
SR—Sales Representative
SS—Sales Supervisor
SSM—Sales Service Manager
SSR—Special Sales Representative
TA—Ticket Agent
TM—Traffic Manager
TR—Traffic Representative
TSM—Traffic-Sales Manager
VP—Vice President
WCR—West Coast Representative
WRCSM—Western Region Cargo Sales Manager



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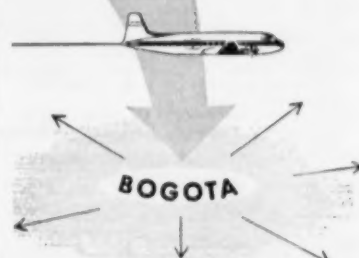
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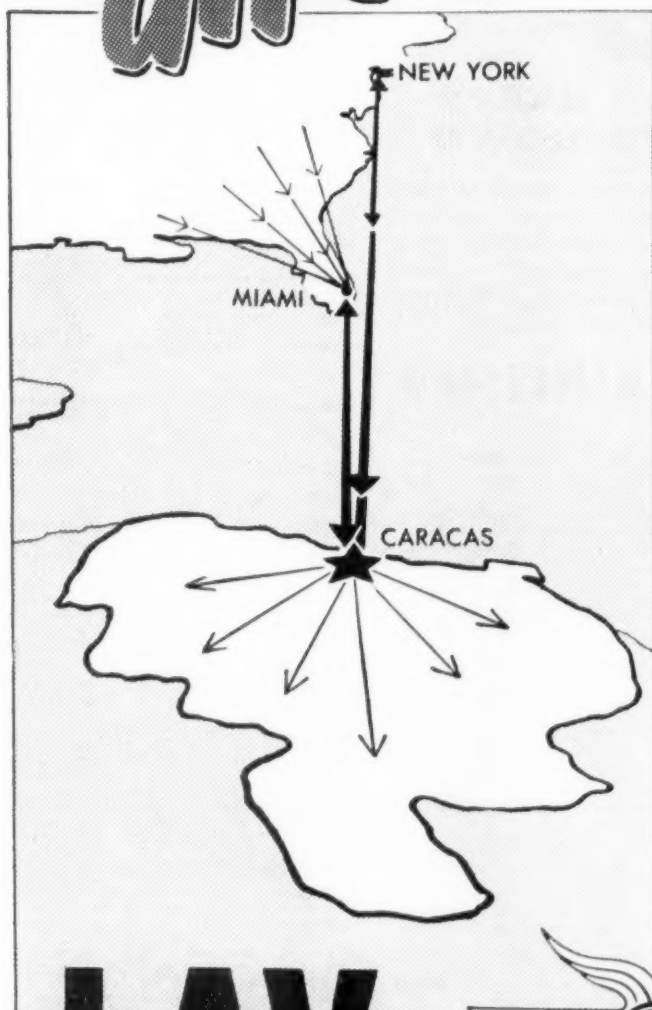
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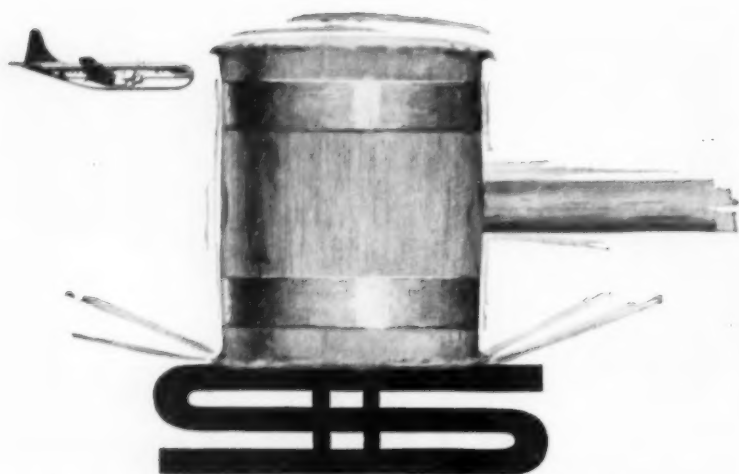
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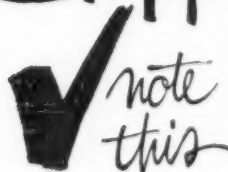
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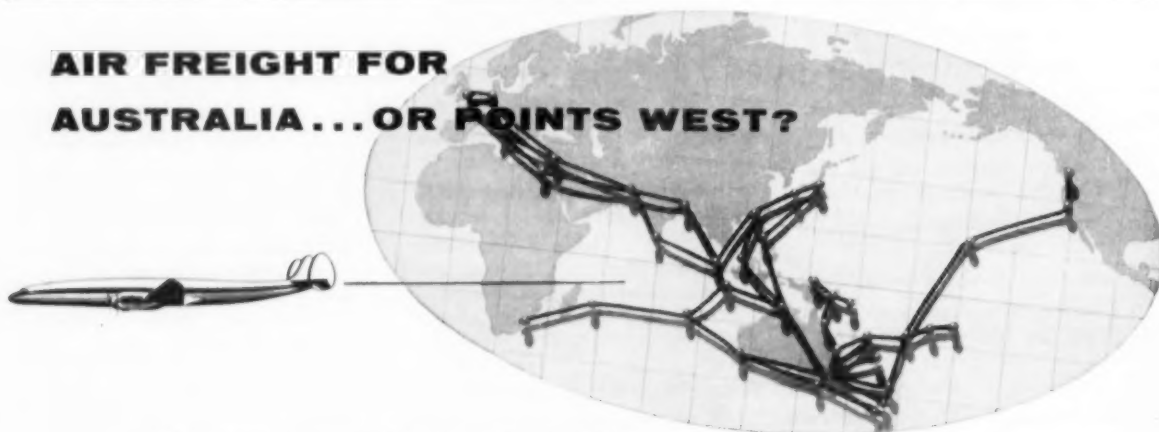
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Zone	First pound over 8 ounces		Additional pounds	
	Cents		Cents	
1, 2, and 3.....	60		48	
4.....	65		50	
5.....	70		56	
6.....	75		64	
7.....	75		72	
8.....	80		80	

Weight	Zones 1, 2 & 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
Over 8 ounces to—						
1 pound.....	\$0.60	\$0.65	\$0.70	\$0.75	\$0.75	\$0.80
2 pounds.....	1.08	1.15	1.26	1.39	1.47	1.60
3 pounds.....	1.56	1.65	1.82	2.03	2.19	2.40
4 pounds.....	2.04	2.15	2.38	2.67	2.91	3.20
5 pounds.....	2.52	2.65	2.94	3.31	3.63	4.00
6 pounds.....	3.00	3.15	3.50	3.95	4.35	4.80
7 pounds.....	3.48	3.65	4.06	4.59	5.07	5.60
8 pounds.....	3.96	4.15	4.62	5.23	5.79	6.40
9 pounds.....	4.44	4.65	5.18	5.87	6.51	7.20
10 pounds.....	4.92	5.15	5.74	6.51	7.23	8.00
11 pounds.....	5.40	5.65	6.30	7.15	7.96	8.80
12 pounds.....	5.88	6.15	6.86	7.79	8.67	9.60
13 pounds.....	6.36	6.65	7.42	8.43	9.39	10.40
14 pounds.....	6.84	7.15	7.98	9.07	10.11	11.20
15 pounds.....	7.32	7.65	8.54	9.71	10.83	11.90
16 pounds.....	7.80	8.15	9.10	10.35	11.55	12.80
17 pounds.....	8.28	8.65	9.66	10.99	12.27	13.60
18 pounds.....	8.76	9.15	10.22	11.63	12.99	14.40
19 pounds.....	9.24	9.65	10.78	12.27	13.71	15.20
20 pounds.....	9.72	10.15	11.34	12.91	14.43	16.00
21 pounds.....	10.20	10.65	11.90	13.55	15.15	16.80
22 pounds.....	10.68	11.15	12.46	14.19	15.87	17.60
23 pounds.....	11.16	11.65	13.02	14.83	16.59	18.40
24 pounds.....	11.64	12.15	13.58	15.47	17.31	19.20
25 pounds.....	12.12	12.65	14.14	16.11	18.03	20.00
26 pounds.....	12.60	13.15	14.70	16.75	18.75	20.80
27 pounds.....	13.08	13.65	15.26	17.39	19.47	21.60
28 pounds.....	13.56	14.15	15.82	18.03	20.19	22.40
29 pounds.....	14.04	14.65	16.38	18.67	20.91	23.20
30 pounds.....	14.52	15.15	16.94	19.31	21.63	24.00
31 pounds.....	15.00	15.65	17.50	19.95	22.35	24.80
32 pounds.....	15.48	16.15	18.06	20.59	23.07	25.60
33 pounds.....	15.96	16.65	18.62	21.23	23.79	26.40
34 pounds.....	16.44	17.15	19.18	21.87	24.51	27.20
35 pounds.....	16.92	17.65	19.74	22.51	25.23	28.00
36 pounds.....	17.40	18.15	20.30	23.15	25.95	28.80
37 pounds.....	17.88	18.65	20.86	23.79	26.67	29.60
38 pounds.....	18.36	19.15	21.42	24.43	27.39	30.40
39 pounds.....	18.84	19.65	21.98	25.07	28.11	31.20
40 pounds.....	19.32	20.15	22.54	25.71	28.83	32.00
41 pounds.....	19.80	20.65	23.10	26.35	29.55	32.80
42 pounds.....	20.28	21.15	23.66	26.99	30.27	33.60
43 pounds.....	20.76	21.65	24.22	27.63	30.99	34.40
44 pounds.....	21.24	22.15	24.78	28.27	31.71	35.20
45 pounds.....	21.72	22.65	25.34	28.91	32.43	36.00
46 pounds.....	22.20	23.15	25.90	29.55	33.15	36.80
47 pounds.....	22.68	23.65	26.46	30.19	33.87	37.60
48 pounds.....	23.16	24.15	27.02	30.83	34.59	38.40
49 pounds.....	23.64	24.65	27.58	31.47	35.31	39.20
50 pounds.....	24.12	25.15	28.14	32.11	36.03	40.00
51 pounds.....	24.60	25.65	28.70	32.75	36.75	40.80
52 pounds.....	25.08	26.15	29.26	33.39	37.47	41.60
53 pounds.....	25.56	26.65	29.82	34.03	38.19	42.40
54 pounds.....	26.04	27.15	30.38	34.67	38.91	43.20
55 pounds.....	26.52	27.65	30.94	35.31	39.63	44.00
56 pounds.....	27.00	28.15	31.50	35.95	40.35	44.80
57 pounds.....	27.48	28.65	32.06	36.59	41.07	45.60
58 pounds.....	27.96	29.15	32.62	37.23	41.79	46.40
59 pounds.....	28.44	29.65	33.18	37.87	42.51	47.20
60 pounds.....	28.92	30.15	33.74	38.51	43.23	48.00
61 pounds.....	29.40	30.65	34.30	39.15	43.95	48.80
62 pounds.....	29.88	31.15	34.86	39.79	44.67	49.60
63 pounds.....	30.36	31.65	35.42	40.43	45.39	50.40
64 pounds.....	30.84	32.15	35.98	41.07	46.11	51.20
65 pounds.....	31.32	32.65	36.54	41.71	46.83	52.00
66 pounds.....	31.80	33.15	37.10	42.35	47.55	52.80
67 pounds.....	32.28	33.65	37.66	42.99	48.27	53.60
68 pounds.....	32.76	34.15	38.22	43.63	48.99	54.40
69 pounds.....	33.24	34.65	38.78	44.27	49.71	55.20
70 pounds.....	33.72	35.15	39.34	44.91	50.43	56.00

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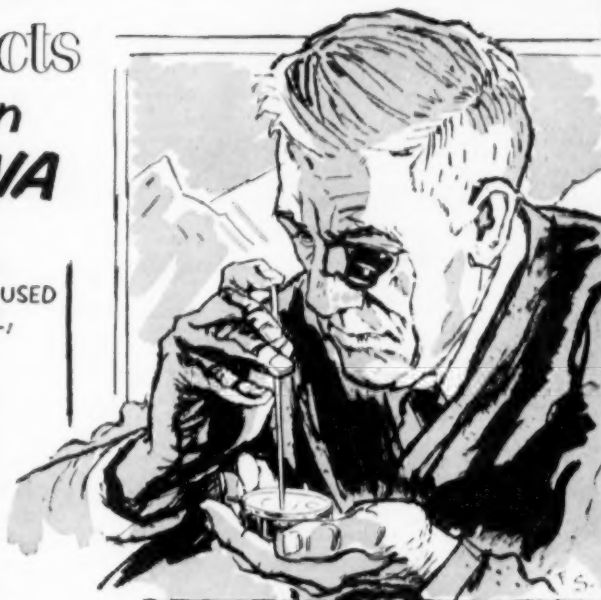
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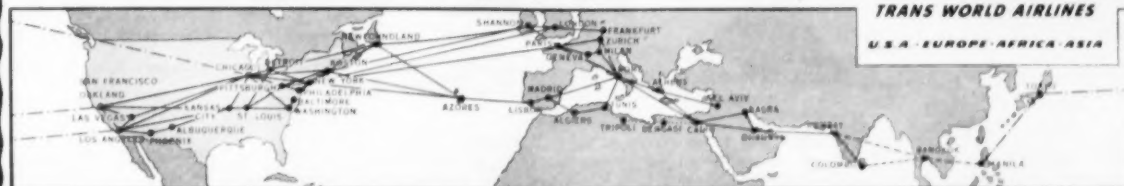
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 Honolulu, T. H.—173 S. Queen St., Dillingham Bldg.; 8-6491; DSM.
 Iowa City, Ia.—Municipal Airport; 3161.

Las Vegas, Nev.—McCarran Field; 506.
 Lincoln, Nebr.—Army Air Base; 2-7291.
 London, England—17-19 Cockspur St.; Whitehall 1163; ED.
 Long Beach, Calif.—Wilton Hotel; 45501; CSM.
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 Merced, Calif.—Municipal Airport; Randolph 2-1591.
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 Moline, Ill.—Le Claire Hotel; 393; CSM.
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 (Continued on Page 35)

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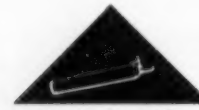
Poison, poison gas and tear gas (red on white)



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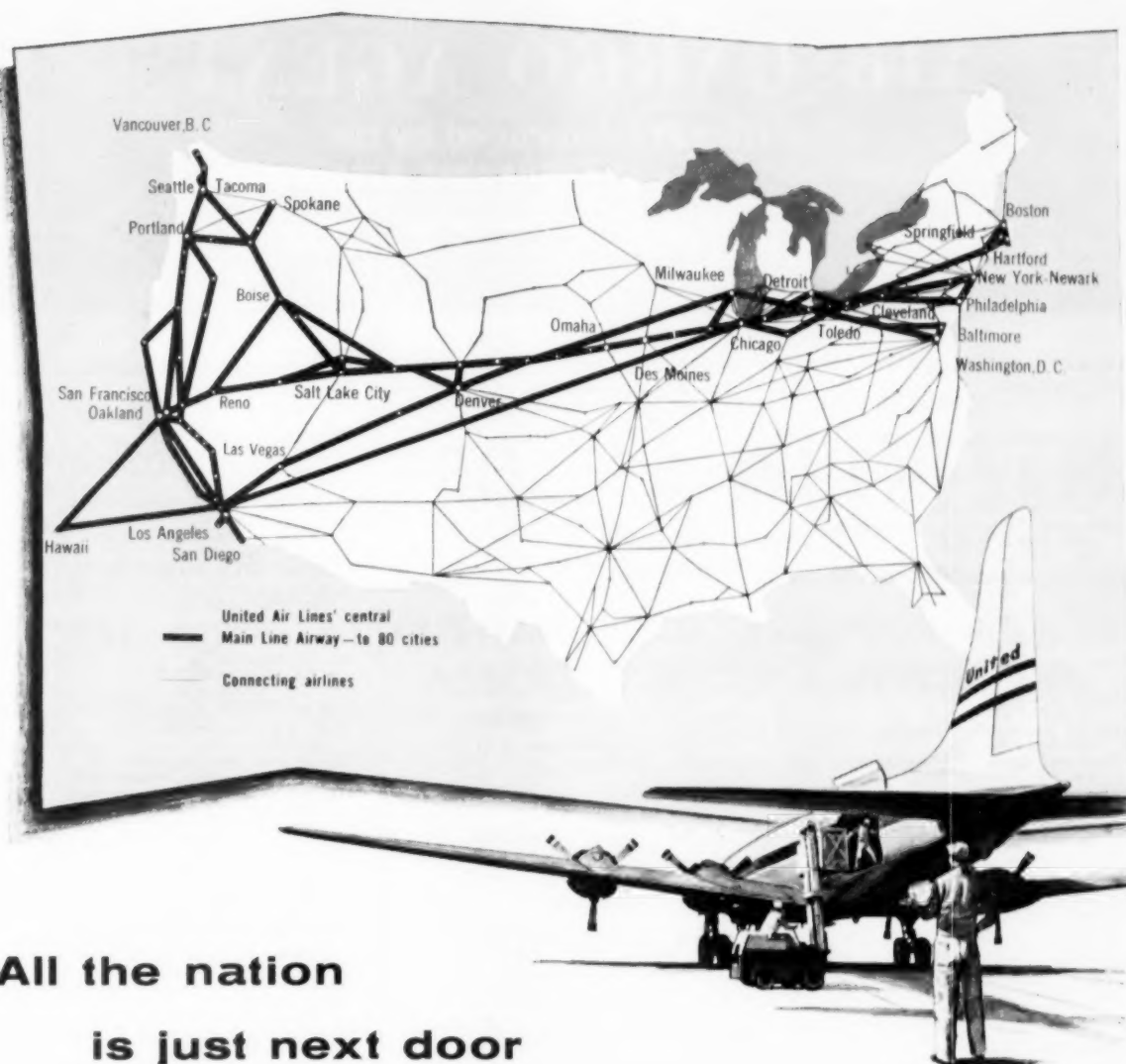


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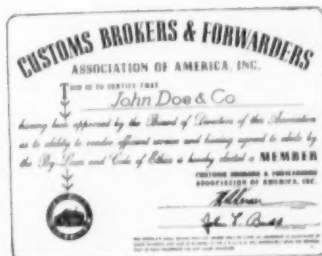
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Marine Forwarding Co.
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Marion Shipping Co.
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• Morko Shipping Co.
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Ipiranga 692/696

CIT—Cia. Italiana Turismo
Caixa Postal 935

Diva Turismo

Xavier de Toledo 266, s/84
Gondrand do Brasil, Ltda.

Rua B de Itapetininga 275
Miller & Cia, Ltd.

Republica 76

Sociedade Comercial de Transportes
Transatlanticos, Ltd.
7 de Abril 270

SCHWEINFURT, GERMANY

American Express Co., Inc.
Ledward Barracks, Bldg. 220

SIDI SLIMANE, FRENCH MOROCCO

American Express Co., Inc.
U. S. Air Force Base

SINGAPORE, STS. SETTLEMENT

American Express Co., Inc.
Adelphi Hotel

SOUTHAMPTON, ENGLAND

American Express Co., Inc.
Havelock Chambers, Queens Terrace;
Ocean Terminal, Southampton
Docks

STRAUBING, GERMANY

American Express Co., Inc.
Bldg. 20, Mansfield Kaserne

ST. GEORGES, BERMUDA

Meyer & Co., Ltd., William E.

ST. JOHN, N.B., CANADA

Muirhead Forwarding Co.
49 Canterbury

ST. JOHNS, ANTIGUA, BWI

George W. Bennett
Bryson & Co., Ltd.
Church Street

ST. JOHN'S, NEWFOUNDLAND

Harvey & Company, Ltd.

STOCKHOLM, SWEDEN

American Express Co., Inc.
Birger Jarlagatan 15

STUTTGART, GERMANY

American Express Co., Inc.
46 Koenigstrasse

TALARA, PERU

Grace y Cia

TEL AVIV, ISRAEL

American Express Co., Inc.
32 Allenby Road

THE HAGUE, NETHERLANDS

American Express Co., Inc.
Plaats 14

TOKYO, JAPAN

Dodwell & Co., Ltd.

Naka 7th Bldg.
Marunouchi, Chiyoda-Ku

Japan Travel Bureau
1, 1-Chome Marunouchi

Chiyoda-Ku
Miyako Travel Service

2 Shiba, Kotohiracho Minatoku
Nippon Express Co., Ltd.

Tokyo Central Transport Office
c/o Dalei Bldg., 2, 3-Chome

Nischi-Nippon Railroad Co., Ltd.
No. 8, Tori; 3-Chome

Nihon bashi, Chuo-Ku

TORONTO, ONTARIO, CANADA

Border Brokers, Ltd.
60 Front St. W.

Canadian European Forwarders
64 Wellington St. W.

Davies-Turner Forwarding Co.
59 Yonge St.

Lep Transport (Canada) Ltd.
20 Temperance St.

Mavery Forwarding Co.
277 Victoria St.

Thos. Meadows & Co., Canada, Ltd.
200 Bay Street

Murray & Robinson Ltd.
13 Adelaide St. E.

Thompson, Ahern & Co.
40 Yonge St.

TRIESTE, TRIESTE

American Express Co., Inc.
1 Piazza Duca Degli Abruzzi

(Continued on Page 56)

AIR FREIGHT FORWARDERS

Registered with the Civil Aeronautics Board

● Domestic
▲ International

*Member: Air Freight Forwarders Association

ABC AIR FREIGHT CO., INC.

CAB-Registered Air Freight Forwarder
Authorized IATA Air Cargo Agent

405 W. 37th St. 847 Santee St.
New York, N. Y. Los Angeles 15, Calif.

ACE AIR FREIGHT CO., INC.

Nation-Wide Door to Door Service

330 West 27th St., New York, N.Y.

Phone: Lackawanna 4-7383

ACME AIR CARGO, INC.

CAB-Registered Air Freight Forwarder
Latin America, Europe, Asia, Africa

Office: 2 Lafayette St., New York 7, BA 7-2990
Terminal: Idlewild Airport, QL 6-5540

AMERICAN SHIPPERS, INC.

CAB-Registered Air Freight Forwarders
Authorized IATA Air Cargo Agent

315 W. 36th St. 810 E. 18th St.
New York, N. Y. Los Angeles, Cal.
Logan Int'l Airport 6257 Archer Ave.
Boston, Mass. Chicago, Ill.

EMERY AIR FREIGHT CORP.

CAB-Registered Air Freight Forwarders

801 Second Ave., New York 17, N.Y.

Phone: ORegon 9-1020

Pan-Maritime Cargo Service, Inc.

CAB-Registered Air Freight Forwarders



NEW YORK • CHICAGO • MIAMI
CARACAS • FRANKFURT
PARIS • AMSTERDAM • ZURICH

J. D. Smith Inter-Ocean, Inc.

CAB-Registered Air Freight Forwarders

Authorized IATA Air Cargo Agent
53 Broadway Cargo Terminal Bldg.
New York 6, N. Y. Idlewild Airport
BO 9-2332 OL 6-5990

- ▲ABC AIR FREIGHT CO., INC., 465 W. 37th St., New York, N. Y. (see advertisement)
- ACE AIR FREIGHT CO., INC., 330 W. 27th St., New York, N. Y. (see advertisement)
- ▲ACME AIR CARGO, INC., 2 Lafayette Street, New York, N. Y. (see advertisement)
- ▲AIR EXPRESS INTERNATIONAL CORP., 60 Broad St., New York 4, N. Y. (see advertisement)
- AIR FREIGHTWAYS, North Philadelphia Airport, Philadelphia 36, Pennsylvania
- AIR - LAND FREIGHT CONSOLIDATORS, INC., 510 Battery Street, San Francisco, California
- AIR LANES SERVICE, INC., P. O. Box 586, Edgewater Branch, Cleveland 7, Ohio
- ▲AIR-SEA FORWARDERS, INC., 406 S. Main St., Los Angeles 13, Calif.
- AIRBORNE COORDINATORS, INC., Cleveland Municipal Airport, Cleveland 11, Ohio.
- ▲AIRBORNE FLOWER AND FREIGHT TRAFFIC, INC., P. O. Box 631, San Francisco Int'l Airport, South San Francisco, California
- AIRWAYS PARCEL POST SERVICE, INC., 472 10th Ave., New York 18, N. Y.
- ▲ALLIED AIR FREIGHT, INC., 428 9th Ave., New York 1, N. Y.
- ▲AMERICAN SHIPPERS, INC., 810 E. 18th St., Los Angeles 21, Calif. (see advertisement)
- ▲ARISTA SHIPPING COMPANY, 38 Pearl St., New York 4, N. Y.
- ATWOOD AIR SERVICE, Logan Int'l Airport, Boston 28, Mass.
- BARNETT INTERNATIONAL FORWARDERS, INC., 723 Seventh Ave., New York 10, N. Y. (see advertisement)
- BARNETT INTERNATIONAL FORWARDERS OF CALIFORNIA, 6364 Santa Monica Blvd., Hollywood 38, California
- ▲PETER A. BERNACKI, INC., 2 Broadway, New York 4, N. Y.
- BONDED FILM STORAGE CO., INC., 630 9th Ave., New York 36, N. Y.
- BOR AIR FREIGHT CO., INC., 397 W. 36th St., New York 18, N. Y.
- W. J. BYRNES AND COMPANY OF NEW YORK, INC., 25 Broadway, New York 4, N. Y.
- CHICAGOLAND AIR FREIGHT, 1325 W. Randolph St., Chicago 7, Ill.
- CITY MESSENGER AIR EXPRESS, 1414 Cole Place, Los Angeles 28, California
- CLOUD LANE, 1001-2 W. T. Waggener Building, Fort Worth 2, Texas
- DOMESTIC AIR EXPRESS, Box 2611, Terminal Annex, Los Angeles 54 California
- DORF INT'L., LTD., 89 Broad St., New York, N. Y.
- EMERY AIR FREIGHT CORP., 801 2nd Ave., New York, N. Y. (see advertisement)
- ▲EMPIRE FOREIGN AIR FORWARDERS, INC., 117 Liberty St., New York 6, N. Y. (see advertisement)
- ▲FLETE INTERNATIONAL CORP., 28 Water St., New York 4, N. Y.
- ▲FLYING CARGO, INC., 140 Cedar Street, New York 6, N. Y.
- 4-A AIRFREIGHT CONSOLIDATORS & FORWARDERS, INC., 5719 N. Central Ave., Chicago 30, Ill.
- ▲FREEDMAN & SLATER, INC., 10 Bridge St., New York 4, N. Y.
- GENERAL AIR FREIGHT, INC., 407-409 S. Peoria St., Chicago, Illinois
- GILBERT AIR TRANSPORT CORP., 421 W. 37th St., New York, N. Y.
- GLOBAL AIR CARGO, 1011 South Hill Street, Los Angeles 15, California
- ▲GONDRAND BROTHERS, INC., 33 Broadway, New York 6, N. Y.
- ▲HENSEL, BRUCKMANN & LOR-BACHER, INC., 4 State St., New York 4, N. Y. (see advertisement)
- HIGHWAY EXPRESS LINES, INC., 236 North 23rd Street, Philadelphia 3, Pennsylvania
- ▲INTER - MARITIME FORWARDING CO., INC., 38 Pearl St., New York 4, N. Y.
- ▲INTRA-MAR SHIPPING CORP., 42 Stone St., New York 4, N. Y.
- INTERNATIONAL AIR CARGO EXPRESS, INC., Box 10038, Int'l Airport, Los Angeles 45, Calif.
- K & R AIRFREIGHT, INC., 2626 N. Clybourn Ave., Chicago 14, Ill.
- MOHAWK SHIPPING, 303 W. 74th St., New York 23, N. Y.
- ▲NATIONAL AIR FREIGHT FORWARDING CORP., 19 Rector St., New York 6, N. Y.
- NATIONAL AIR PARCEL SERVICE, INC., P. O. Box 8, Miami International Airport, Miami 48, Florida
- ▲PACIFIC AIR FREIGHT, INC., Box 444, Seattle-Tacoma Airport, Seattle 53, Washington
- ▲PAN-MARITIME CARGO SERVICE, 125 Maiden Lane, New York 38, N. Y. (see advertisement)
- REPUBLIC AIR FREIGHT, 168 12th Ave., New York 1, N. Y. (see advertisement)
- RITeway EXPRESS, INC., 491 Broadway, Westwood, N. J.
- SHULMAN, INC., 20th St. & Washington Ave., Philadelphia 46, Pa.
- SMITH INTER-OCEAN, INC., J. D., 53 Broadway, New York 6, N. Y. (see advertisement)
- SUN TRANSPORTERS, INC., 45 White St., New York 13, N. Y.
- UNITED PARCEL SERVICE-AIR, INC., Room 400, 331 E. 38th St., New York 16, N. Y.
- ▲UNIVERSAL AIR FREIGHT CORP., 345 Hudson St., New York 14, N. Y.
- W.T.C. AIR FREIGHT, 1440 E. 5th St., Los Angeles 33, Calif.
- WESTERN AIR FREIGHT FORWARDERS, INC., Hedley & Bath Sts., Philadelphia 37, Pa.
- WESTERN TRANSPORTATION CO., INC., 1440 E. 5th St., Los Angeles 33, Calif.
- WINGS AND WHEELS EXPRESS, INC., 5100 West 63rd Street, Chicago 38, Illinois
- WORLD FREIGHT FORWARDERS (AIR), 1225 E. 155th St., Seattle 55, Wash.
- WORLD-WIDE SERVICES, INC., 156 Water St., New York 38, N. Y.

IATA TRAFFIC GLOSSARY

ABSORPTION means the acceptance by the carrier of a portion of a joint fare, rate or charge which is less in amount than that which it would receive for the service in the absence of such joint fare, rate or charge.

AIR CONSIGNMENT NOTE—See Air Waybill.

AIR WAYBILL, which is equivalent to the term air consignment note, means the document entitled "Air Waybill/Consignment Note" made out by or on behalf of the shipper which evidences the contract between the shipper and carrier(s) for carriage of goods over routes of the carrier(s).

ALLOWANCE, FREE BAGGAGE means the weight of baggage which may be carried without payment of a charge in addition to the fare.

BAGGAGE, which is equivalent to the term luggage, means such articles, effects and other personal property of a passenger as are necessary or appropriate for wear, use, comfort or convenience in connection with his trip. Unless otherwise specified, it includes both checked and unchecked baggage.

BAGGAGE, ACCOMPANIED means baggage carried on the same aircraft as that on which the passenger is carried.

BAGGAGE, UNACCOMPANIED means the baggage not carried on the same aircraft as that on which the passenger is carried.

BAGGAGE CHECK means those portions of the ticket which provide for the carriage of a passenger's checked baggage and which are issued by the carrier as a receipt for the passenger's baggage with respect to which a carrier takes sole custody.

BAGGAGE, CHECKED, which is equivalent to the terms registered luggage, means baggage which has been delivered to the carrier and for which the carrier has issued a baggage check and baggage (claim) tag(s).

BAGGAGE, UNCHECKED, which is equivalent to the term hand luggage, is baggage other than checked baggage.

BAGGAGE, EXCESS means that part of the weight of baggage which is in excess of the free baggage allowance.

BAGGAGE TAG means a document issued solely for the identification of checked baggage placed in its custody by the passenger, the baggage (strap) tag portion of which is attached by the carrier to a particular article of checked baggage and the baggage (claim) tag portion of which is given to the passenger.

BOOKING—See Reservation.

CARGO—See Goods.

CARRIAGE, which is equivalent to the term transportation, means carriage of passengers, baggage, and/or goods by air, gratuitously or for hire, including all services and operations of the carrier related thereto.

CARRIAGE, INTERNATIONAL means (except for the purposes of the Warsaw Convention) carriage in which, according to the contract of carriage, the place of departure and any place of landing are situated in more than one state. As used in

this definition the term State includes all territory subject to the sovereignty, suzerainty, mandate, authority, or trusteeship thereof.

CHARGE means an amount to be paid for carriage of goods or excess baggage based on the applicable rate for such carriage; or an amount to be paid for a special or incidental service in connection with the carriage of a passenger, baggage or goods.

CHARGE, CANCELLATION means the service charge made by reason of failure of a passenger to use reserved accommodation without having cancelled such accommodation prior to the latest appropriate time for cancellation specified by the carrier.

CHARGE, COMBINATION JOINT means a joint charge which is obtained by combining two or more published charges.

CHARGE, EXCESS BAGGAGE means a charge for the carriage of excess baggage.

CHARGE, INTERLINE—See Charge, Joint.

CHARGE, JOINT, which is equivalent to the term interline charge, means a charge which applies for carriage over the lines of two or more carriers and which is published as a single amount.

CHARGE, LOCAL—See Charge, On-line.

CHARGE NO-SHOW means the charge made by reason of the failure of a passenger to use reserved accommodation, either through failure to arrive at the airport at the time fixed by the carrier, or through arriving improperly documented or otherwise not ready to travel on the flight.

CHARGE, ON-LINE, which is equivalent to the term local charge, means a charge which applies for carriage over the lines of a single carrier.

CHARGE, PRORATED JOINT means a joint charge other than a combination joint charge.

CHARGE, PUBLISHED means a charge, the amount of which is specifically set forth in the carrier's fares or rates tariff.

CHARGE, THROUGH means the total charge from point of departure to point of destination. It may be a joint charge or a combination of charges.

CHARGE, VALUATION means a charge for carriage of goods or baggage based on the value of such goods or baggage.

CHARGE, WEIGHT means the charge for carriage of goods based on the weight (or volume) of such goods.

CHARGES, COMBINATION OF means an amount which is obtained by combining two or more charges and which is not published as a single amount.

CLASSIFICATION means a listing of articles in classes for rating purposes.

CLASS RATE means a rate assessed according to the charge applicable to the class in which the article has been placed in the classification tariff.

C.O.D. means an arrangement between the shipper and the carrier whereby the latter, upon delivery of the consignment, is

to collect from the consignee the amount indicated on the air waybill as payable to the shipper.

COMMODITY RATE means a rate applied to a particular commodity for carriage between specifically named points.

CONDITIONS OF CARRIAGE means the terms and conditions established by a carrier in respect to its carriage.

CONDITIONS OF CARRIAGE, IATA (OR GENERAL), which is equivalent to the term rules tariffs, means the general terms and conditions established by a carrier in respect to its carriage.

CONSIGNMENT, which is equivalent to the term shipment, means one or more pieces of goods accepted by the carrier from one shipper at one time and at one address, receipted for in one lot and moving on one air waybill to one consignee at one destination address.

CONSIGNMENT NOTE, AIR—See Air Waybill.

CONSIGNEE means the person whose name appears on the air waybill as the party to whom the goods are to be delivered by the carrier.

CONSIGNOR—See Shipper.

COUPON, FLIGHT means the portion of the passenger ticket that indicates particular places between which the coupon is good for carriage.

COUPON, PASSENGER means the portion of the passenger ticket that constitutes the passenger's written evidence of the contract of carriage.

DECLARED VALUE FOR CARRIAGE means the value of goods or baggage declared to the carrier by the consignor of passenger for the purpose of determining charges or of establishing the limit of the carrier's liability for loss, damage or delay.

EXCHANGE ORDER, which is equivalent to the term exchange voucher, means a document issued by a carrier requesting another carrier (or a document issued by an authorized agent requesting a carrier) to issue an appropriate ticket to the person named in such document.

EXCHANGE VOUCHER—See Exchange Order.

FARE means the amount charged by a carrier for carriage of a passenger and his free baggage allowance over the route specified (See Allowance, Free Baggage).

FARE, ADULT means the fare of a person who has attained his twelfth birthday.

FARE, BASIC means either a specified or constructed fare expressed in the basic currency of the Conference.

FARE, CHILDREN means the fare for a person who has attained his second but not his twelfth birthday.

FARE, CLASS B means the fare established for a Class B service.

FARE, COMBINATION JOINT means a joint fare which is obtained by combining two or more published fares.

FARE, CONSTRUCTED means the fare established in accordance with an applicable IATA Traffic Conference construction resolution.

FARE, FIRST CLASS, which is equivalent to the term standard class fare, means the minimum fare established for a first class service.

FARE, IATA means a specified or constructed fare.

FARE, INFANT means the fare for a person who has not attained his second birthday.

FARE, INTERLINE—See Fare, Joint.

FARE, JOINT, which is equivalent to the term interline fare, means a fare which applies for carriage over the lines of two or more carriers and which is published as a single amount.

FARE, LOCAL—See Fare, On-line.

FARE, NORMAL means the full fare established for a first or tourist class, on-season service.

FARE, ON-LINE, which is equivalent to the term local fare, means a fare which applies for carriage over the lines of a single carrier.

FARE, PROPORTIONAL means a fare published for use only in combination with other fares for carriage from, to or through, a specified point.

FARE, PRORATED JOINT means a joint fare other than a combination joint fare.

FARE, PUBLISHED means a fare, the amount of which is specifically set forth in the carrier's fares tariff.

FARE, SPECIAL means a fare, other than the normal fare, authorized to be applied to seasonal traffic, to encourage vacation traffic, to fill up capacity during slack periods, to create traffic on a particular route, or for other special reasons.

FARE, SPECIFIED means the fare specified in an applicable IATA Traffic Conference resolution.

FARE, STANDARD—See Fare, First Class.

FARE, TOURIST means the fare established for a tourist class service.

FARE, THROUGH means the total fare from point of departure to point of destination. It may be a joint fare or a combination of fares.

FARES, COMBINATION OF means an amount which is obtained by combining two or more fares and which is not published as a single amount.

FEE, CANCELLATION—See Charge, Cancellation.

FLIGHT NUMBER, which is equivalent to the term line number, means the numerical designation of a flight.

GOODS means any property carried or to be carried in an aircraft, other than mail or other property carried under the terms of an international postal convention, baggage (including personal effects accompanying a passenger) or property of the carrier(s).

LINE NUMBER—See Flight Number.

LUGGAGE—See Baggage.

LUGGAGE, HAND—See Baggage, Unchecked.

LUGGAGE, REGISTERED — See Baggage, Checked.

PASSENGER means any person carried or to be carried in an aircraft with the consent of the carrier, except members of the crew.

PASSENGER TRANSIT means a passenger continuing his journey on the same through flight.

PASSENGER, TRANSFER means a passenger arriving on one flight and continuing his journey on another.

PRORATE (where used as a noun)

means a portion of a joint fare, rate or charge obtained by proration.

PRORATION means division of a joint fare, rate or charge between the carriers concerned on an agreed basis.

PRORATION, FARE means proration on the basis of the respective on-line fares.

PRORATION, MILEAGE means proration on the basis of the respective on-line mileages.

PRORATION, RATE means proration on the basis of the respective on-line rates.

QUANTITY DISCOUNT means a percentage reduction of a rate based on quantity.

RATE means the amount charged by the carrier for carriage of a unit of weight (or volume) or value of goods or excess baggage.

RATE, BASIC means either a specified or constructed rate expressed in the basic currency of the Conference.

RATE, CLASS means a rate applicable to a specifically designated class of goods.

RATE, COMBINATION JOINT means a joint rate which is obtained by combining two or more published rates.

RATE, CONSTRUCTED means the rate for the carriage of goods established in accordance with an applicable IATA Traffic Conference constructed resolution.

RATE, GENERAL CARGO means a rate established for cargo in general.

RATE, IATA means a specified or constructed rate.

RATE, INTERLINE—See Rate, Joint.

RATE, JOINT, which is equivalent to the term interline rate, means a rate which applies for carriage over the lines of two or more carriers and which is published as a single amount.

RATE, LOCAL—See Rate, On-line.

RATE, NORMAL means the full under-45-kilogram general cargo rate.

RATE, ON LINE, which is equivalent to the term local rate, means a rate which applies for carriage over the lines of a single carrier.

RATE, PROPORTIONAL means a rate published for use only in combination with other rates for carriage from, to or through, a specified point.

RATE, PRORATED JOINT means a joint rate other than a combination joint rate.

RATE, PUBLISHED means a rate, the amount of which is specifically set forth in the carrier's rates tariff.

RATE, SPECIFIC COMMODITY means a rate applicable to carriage of specifically designated commodities.

RATE, SPECIFIED means the rate for the carriage of goods specified in an applicable IATA Traffic Conference resolution.

RATE, THROUGH means the total rate from point of departure to point of destination. It may be a joint rate or a combination of rates.

RATES, COMBINATION OF means an amount which is obtained by combining two or more rates and which is not published as a single amount.

REFUND means the repayment to the purchaser of all or a portion of a fare, rate or charge for unused carriage.

RESERVATION, which is equivalent to the term booking, means the allotment in advance of seating or sleeping accommodation for a passenger or of space or weight capacity for baggage or goods.

RETURN JOURNEY — See Trip, Round.

ROUTE, DIRECT means the shortest route operated between two points.

ROUTE, INDIRECT means any route other than the direct route operated between two points.

ROUTING means the designation of a route.

SERVICE, CITY TERMINAL means surface carriage provided by an air carrier between its city handling station and the airport of departure or destination.

SERVICE DELIVERY means the surface carriage provided by an air carrier of inbound goods or baggage from the airport of destination to the address of the consignee or passenger or that of his designated agent or to the custody of the proper government agency when required.

SERVICE, PICK-UP means the surface carriage provided by an air carrier of outbound goods or baggage from the shipper's or passenger's address or that of his designated agent to the airport of departure.

SHIPMENT—See Consignment.

SHIPPER, which is equivalent to the term consignor, means the person whose name appears on the air waybill as the party contracting with the carrier(s) for carriage of goods.

STOPOVER, which is equivalent to the term break of journey, means a deliberate interruption of a journey by the passenger, agreed to in advance by the carrier, at a point between the place of departure and the place of destination.

SURCHARGE, VALUE means a surcharge for the carriage of cargo having a value in excess of \$200, or equivalent, per kilogram.

TARIFFS means the published fares, rates, charges and/or related conditions of carriage of a carrier.

TARIFF FARES means the tariff concerned with fares and related charges.

TARIFF RATES means the tariff concerned with rates and related charges.

TARIFF, RULES, which is equivalent to the term IATA (or General) Conditions of Carriage, means the tariff concerned with the general terms and conditions of carriage. See Conditions of Carriage, IATA (or General).

TICKET means the "Passenger Ticket and Baggage Check," including all flight, passenger and other coupons therein, issued by the carrier, which provide for the carriage of the passenger and his baggage.

TICKET, CONJUNCTION means a ticket issued in connection with another ticket(s) which together are intended to evidence a single contract of carriage.

TICKET, EXCESS BAGGAGE means a receipt issued by a carrier to a passenger(s) evidencing payment by the passenger(s) of excess baggage and/or valuation charges.

TICKET, PASSENGER means those portions of the ticket which provide for carriage of the passenger and his baggage.

TRANSPORTATION—See Carriage.

TRIP, CIRCLE means travel from one point and return thereto by a continuous, circuitous air route; provided that where no reasonably direct scheduled air service is available between two points, a break in the circle may be traveled by any other means of transportation without prejudice to the circle trip.

TRIP, OPEN-JAW means travel which is essentially of a round trip nature but the outward point of departure and inward point of arrival and/or outward point of

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TRAFFIC ABBREVIATIONS

A-1—First Class.
a.a.r.—Against all risks.
Ad.val.—Ad Valorem.
A.W.—Actual Weight.
B.B.—Below bridges.
B.D.—Bar-draft.
Bd.ft.—Board feet.
B.E.—Bill of exchange.
B/L or B.L.—Bill of lading.
B.M.—Board measure.
B.O.—Buyer's option.
b.t.—Berth terms.
°C—Degree centigrade.
cancg.—Cancelling.
c.f.—Cubic feet.
C.&F.—Cost & Freight.
Charter-party—Form of contract between merchant and owner.
c.i.—Cost insurance.
ci.—Certificate of insurance.
c.i.f.—Cost, insurance & freight.
C.I.F.C.L.—Cost, insurance, freight, collection interest.
C.I.F. & E.—Cost, insurance, freight & exchange.
C.L.—Carload.
Consignee—The part to whom goods or vessels are consigned.
c.p.d.—Charterers pay dues.
C.R.—Carriers risk.

C.T.B.—Chief of tariff bureau.
c.t.l.o.—Constructive total loss only.
Cwt.—Hundredweight.
D.A.—Documents for acceptance (foreign banking).
D.A. clause—Vessel must discharge afloat.
D.B. & B.—Deals, Battans & Boards.
dbk.—Drawback.
Desp.—Despatch.
D1 or 2T1—Double first class.
d.l.o.—Dispatch loading only.
d.p.—Direct port.
"dreading"—Option general cargo.
d.w.—Dead weight (tons of 2240 lbs.).
E.B.—East bound.
e.g.—For example.
Est.wt.—Estimated weight.
Ex.B.L.—Exchange bill of lading.
exclgd.—Excluding.
°F—Degrees Fahrenheit.
f.a.a.—Free of all average.
f.a.s.—Free alongside ship.
F.O.B.—Free on board (at a certain point) indicating that there are to be no charges for drayage or other form of transfer up to the point designated.
G.S.—General specials—a term used to designate general special com-

modities in classification of express matter.
Hhd.—Hogshead.
H.P.—Horsepower (of engines).
Ib., ibid—ibidem (in the same place), a term referring to a preceding footnote or other references.
K.D.—Knocked down.
K.D.C.L.—Knocked down in carloads.
K.D.L.C.L.—Knocked down in less than carloads.
L.C.L.—less than carload lot.
N.E.S.—Not otherwise specified.
N.O.H.P.—Not otherwise herein provided.
N.O.I.B.N.—Not otherwise indexed by name.
Nastd.—Nested, articles that are packed one within another.
O.R.—Owners risk.
O.R.B.—Owners risk of breakage meaning same as O.R.
O.R.C.—Owners risk of chafing.
O.R.L.—Owners risk of leakage.
O.R.W.—Owners risk of becoming wet.
S.U.—Set up.
S.U.C.L.—Set up in carloads.
S.U.L.C.L.—Set up in less than carloads.
W.B.—West bound, or waybill.

DIFFERENCES IN TIME

Between New York, the New England States, and the Following Countries and Islands

COUNTRY	ADD Hours Minutes	DEDUCT Hours Minutes	COUNTRY	ADD Hours Minutes	DEDUCT Hours Minutes	COUNTRY	ADD Hours Minutes	DEDUCT Hours Minutes
Alaska		4 00	Greece	6 35		Philippines	13 00	
Algeria	5 09		Guadeloupe Is.	0 53		Porto Rico	1 00	
Annam	12 07		Guam	14 30		Portugal	4 24	
Antigua	0 52		Guiana, Br.	1 07		Queensland	15 00	
Arabia	8 00		Haiti	0 16		Rhodesia	7 00	
Argentina	0 43		Hawaii		5 30	Russia	7 01	
Austria	6 00		Holland	5 00		S. Domingo	0 16	
Azores	33 01		Honduras		1 00	St. Thomas	0 40	
Bahamas		0 09	Honduras, Brit.		0 53	Salvador		0 56
Barbados	1 01		Hungary	6 00		Samoa		6 30
Belgium	5 00		India	10 30		Scotland	5 00	
Bermuda	0 40		Ireland	4 35		Senegal	3 50	
Borneo, Br.	13 00		Italy	6 00		Servia	6 00	
Brazil	2 07		Jamaica		0 07	Siberia, Irkutsk	11 57	
Cape Colony	7 00		Japan	14 00		Siberia,		
Caroline Is.	15 00		Java	12 07		Vladivostok	13 47	
Ceylon Is.	10 30		Korea	14 00		South Australia	14 30	
Chili	17		Luxembourg	6 00		Spain	5 00	
China, East			Madagascar	8 10		Straits		
Coast	13 00		Malta	6 00		Settlements	11 55	
Cochin, China	12 07		Martinique	0 55		Sumatra	11 41	
Colombia	0 03		Midway		6 52	Sweden	6 00	
Costa Rica		0 33	Natal	7 00		Switzerland	6 00	
Cuba		0 29	New Caledonia	16 06		Tasmania	15 00	
Curacao	0 24		Newfoundland	1 30		Togo	5 00	
Denmark	6 00		New Zealand	16 30		Tongking	12 07	
Ecuador		0 14	Nicaragua		0 45	Transvaal	7 00	
Egypt	7 00		N. S. Wales	15 00		Trinidad	0 53	
England	5 00		Norway	6 00		Tunis	5 09	
Fiji Islands	16 54		Orange R.			Turkey	6 57	
Formosa	13 00		Colony	7 00		Uruguay	1 15	
France	5 00		Pacific Coast of			Venezuela	6 32	
Germany	6 00		U. S.		3 00	Victoria	15 00	
Gibraltar	5 00		Peru		0 09	West Australia	13 00	

IATA TRAFFIC GLOSSARY

(Continued from Page 42)

arrival and inward point of departure of which are not the same.

TRIP, ROUND, which is equivalent to

the term return journey, means (a) travel from one point to another and return by the same air route used outbound whether or not the fares outbound and inbound be the same, or (b) travel from one point to another and return by an air route different

from that used outbound for which the same normal, through, one-way fare is established.

VALIDATE, TO means to stamp or write on the passenger ticket an indication that the passenger ticket has been officially issued by the carrier.

AIRLINE FORM NUMBERS, DESIGNATORS, AND ABBREVIATIONS

(The air carriers listed below are members of the International Air Transport Association and/or parties to one or more of the IATA interline traffic agreements.)

FORM NUMBER: Airline Form Number for use in form number of Air Waybill, Passenger Ticket & Baggage Check, Exchange Order, and Excess Baggage Ticket. **DESIGNATOR:** Two-letter Designator for use in Flight/Line numbers. **ABBREVIATION:** Airline abbreviation.

Full Name of Carrier	Form Number	Designator	Abbreviation	Full Name of Carrier	Form Number	Designator	Abbreviation	Full Name of Carrier	Form Number	Designator	Abbreviation
Aden Airways Limited	103	AD	AD	Ceskoslovenske Aeroline	064	OK	CSA	Lineas Aereas Nacionales,			LANSA
Aer Lingus Torontea	063	EL	ALT	Civil Air Transport	120	CT	CAT	S. A.			
Aerlinite Eireann Torontea	052	IN	AET	Colonial Airlines, Inc.	004	CA	CAI	Lineas Asociadas Mexicanas,			
Aerolineas Argentinas	044	AR	AR	Commercial Air Services				S. A.	090	LM	LAMSA
Aerolineas Italiane Inter-				(Pty.) Ltd.	161	CR	COMAIR	Lineas Aereas Italiane, S.p.A.	107	LI	LAI
nazionali	055	AZ	AZ	Compagnie de Transports				Lloyd Aero Boliviano	051	LB	LAB
Aeronaves de Mexico, S. A.	139	AM	AERONAVES	Aeriana Intercontinental	119	TI	TAI	Loide Aero Nacional, S. A.			LAP
Aero O/Y	105	AY	AERO	Compania Aeronautica				Mackey Airlines, Inc.	213	ME	MAK
Aero Portugues	056	AP	AP	Uruguay, S. A.			CAUSA	MacRobertson-Miller Aviation			
Aerotechnique	140	TQ	AEROTEC	Compania Cubana de Avia-				tion Co. Pty. Ltd.	181	MM	MMA
Aero Transportes, S. A.	141	ATSA		cion, S. A.	136	CU	CUBANA	Magyar-Sovjet Polgari			
Aerovias Gunt, S. A.	040	AG	AGSA	Compania de Aviacion				Legionfarsmi R. T.			
Aerovias Inter-Americanas de				"FAUCETT", S. A.	163	CF	FAUCETT	MASZOVLET	182	MS	
Panama, S. A.	123	HP	AIP	Compania Dominicana de				Malayan Airways Limited	127	ML	MAL
Aerovias Nacionales de				Aviacion, S. A.	113	DO	CDA	Maritime Central Airways	022	MR	MAR
Colombia (AVIANCA)	134	AC	AVIANCA	Compania Guatemalteca de				Middle East Airlines	076	ME	MEA
Aerovias Nacionales del Sur,				Aviacion, S. A.			GU	Midway Airlines, Inc.	183	MI	MID
S. A.				Compania Mexicana de				Misair Airlines, Inc.	077	MS	MISR
Aerovias "Q", S. A.	143	QA	QURA	Aviacion, S. A.	132	MX	CMA	Mohawk Airlines, Inc.	034	MO	MOH
Aerovias Reforma, S. A.	144	RF	REFORMA	Compania Panamena de				National Airlines, Inc.	010	NA	NAL
Aerovias Venezolanas, S. A.	126	VE	AVENSA	Aviacion, S. A.			COPA	National Greek Airlines	095	GK	TAE
Aerovias Venezuela Europe				Connellan Airways Limited	166	NN	CONN	New York Airways, Inc.	322	NY	NYA
Agle Amer	146	AU	AZR	Continental Air Lines, Inc.	005	CO	CAL	New Zealand National Air-			
Air Algerie	124	AH	ALGERIE	Cordeva Airlines, Inc.	320	CD	CORDOVA	ways Corp.	078	NZ	NZ
Air Atlas/Air Maroc Societe				Cyprian Airways Limited	046	CY	CYP	North Central Airlines	032	NO	NOR
Cheriffenne de l'Air	147	AT		Deccan Airways Limited	062	DA		Northeast Airlines, Inc.	011	NE	NEA
Air Ceylon Limited	104	AF	AIRCEY	Delta-C & S Airlines	006	DL	DAL	Northern Consolidated Air-			
Air France	057	AF	AF	Devlet Hava Yolları Genel				lines, Inc.	184	NC	NCA
Air-India International	098	AI	AIH	Mudurlugu			DHY	Northwest Airlines, Inc.	012	NW	NWA
Air-India Limited	058	IL	AI	Divisao de Exploracao dos				Orient Airways Limited			AIRORIEN
Air Jordan	148	AJ	JORDAN	Transportes Aereos				Osark Airlines, Inc.	041	OZ	OZA
Air Liban	067	LE	LIBAN	"DETA"	068	TM	DETA	Pacific Northern Airlines,			
Airlines (W. A.) Limited				Divisao de Exploracao de				Inc.	001	PN	PNA
Air Service of India	059	IS	ARI	Transportes Aereos "DTA"	118	DT	DTA	Pacar de Brasil, S. A.	111	PB	PAB
Air Vietnam	120	VN	AVN	East African Airways Cor-				Pan American-Grace Air-			
ways (India) Limited				poration	004	EC	EC	ways, Inc.	109	PG	PANAGRA
Airwork Limited	121	AW	AIRWORK	Eastern Air Lines, Inc.	007	EA	EAL	Pan American World Airways	026	PA	PAA
Alaska Airlines, Inc.	027	AS	ASA	East-West Airlines Ltd.			EW	Parks Airlines, Inc.	041		
Alaska Coastal Airlines	181	AK	ACA	El Al Israel Airlines Limited	114	LY	ELAL	Philippine Air Lines	079	PR	PAL
Allegheny Airlines, Inc.	037	AL	AAA	Ellie Air Lines	169	ES	ELLIS	Piedmont Aviation Inc.	080	PI	PAI
American Airlines, Inc.	001	AA	AA	Empresa de Transportes				Pioneer Air Lines, Inc.	031	PO	POA
Ansett Airways Pty. Limited	152	AX	ANSETT	Aerovias Brasil, S. A.			AB	Polish State Airlines LOT	080	LO	LOT
Ansett Flying Boat Service				Empresa de Viacao Aerea				Primeras Lineas Uruguayas			
Pty. Ltd.	153	BR		Rio Grandense	042	RG	VARIQ	de Navigacion Aerea			PLUNA
Aquila Airways Limited	112		AQU	Ethiopian Air Lines, Inc.	071	ET	ETHIOPIAN	Qantas Empire Airways	081	EM	QEA
Arab Airways (Jerusalem)				Expreso Aereo Interameri-				Queen Charlotte Airlines			
Limited	135	JE	AAJ	cana, S. A.	043	EH	EXPRESO	Limited	167	QC	QCA
Australian National Airways				Flagship Airlines, H. F.	108	FI	FLUG	Queensland Airlines, Pty.			
Pty. Ltd.	080	AN	ANA	Flying Tiger Lines, Inc.	023	FT	FTL	Limited	188	QE	QAPL
Aviacion y Comercio	110	AO	AVIACO	Frontier Airlines Inc.	028	FL	FAL	Real S/A-Transportes Aereos			REAL
Bahamas Airways Limited	116	BH	BAHAMAS	Garuda Indonesian Airways				Reeve Aleutian Airways Inc.			REEVE
Bharat Airways Limited			BHARAT	Limited	138	GA	GIA	Resort Airlines Inc.	321	RA	RAL
B. K. S. Aerocarrier Ltd.	187	BK	BKS	Gibraltar Airways Limited	171	GT	GIBAIR	Riddle Airlines Inc.	323		
Bonanza Airlines	039	BL	BAL	Guinea Airways Limited			GF	Saudi Arabian Airlines			SDI
Braniff Airways				Gulf Aviation Co. Ltd.				Scandinavian Airlines System	117	SK	SAS
Braniff Airways	040	BN	BNF	Hawaiian Airlines Limited	173	HA	HAL	Scottish Airlines		SL	
British Colonial Airlines, Inc.	155	BC	BCA	Himalayan Aviation Limited			HAV	Servicio Aereos Internas-			
British Commonwealth Pacific				Hong Kong Airways Limited	054	HK	HKA	tionaux d'Egypte, S.A.E.			SAIDE
Airlines	059	BP	BCPA	Hunting-Clan Air Transport				Servicio Aereo de Honduras,			
British European Airways				Ltd.	122	HT	HAT	S. A.			SAHSA
Corporation	060	BE	BEA	IBERIA, Compania Mer-				Servicio Aereos Cruzeiro do			
British Guiana Airways				caul Anonima de Lineas				Sul	046	SC	CRUZEIRO
Limited				Aereas Espanolas	075	IB	IB	Shik Airways Inc.	042	SI	SLI
British Overseas Airways				Indian National Airways	072	ID	INA	Soc. de Transportes Aereos			
Corp.	061	BA	BOAC	Iranian Airways Corp.	096	IR	IAC	Romano-Sovietica			YR
Limited				Iraqi Airways	073	IA	IA	Sociedade Acoriana de Trans-			
Butler Air Transport Pty.	106	BA	BWIA	Japan Air Lines Co. Ltd.	131	JL	JAL	portes Aereos Limitada			6P
Limited				Jersey Airlines	130	JY	JSY	Sociedade Acoriana de Trans-			
Camibrian Air Services	138	CAS		Jugoslvenske Aerotransport				portes Aereos Limitada			
Canadian Pacific Air Lines				JAT	115	YU	JAT	d'Exploitation de la			
Limited	016	CP	CPAL	KLM Royal Dutch Airlines	074	KL	KLM	Societe Anonyme Belge			
Capital Airlines, Inc.	013	CL	CAP	Korean National Airlines			KN	d'Exploitation de la			
Caribbean Atlantic Airlines,				Lake Central Airlines	030	LC	LCA	Societe Anonyme de Naviga-			
Inc.	158	CB	CBA	Lineas Aereas Nacionales	045	LA	LAN	tionaux d'Egypte, S.A.E.			
Caribbean International Air-				Lineas Aereas TACA de				Servicio Aereo de Honduras,			
ways Limited				Venezuela	175	TV	TACAV	S. A.			SAHSA
Cathay Pacific Airways				Lineas Aeropostal Venezolana	046	LV	LAV	Servicio Aereos Cruzeiro do			
Limited	160	CX	CATHAY	Lineas Aereas Centuriones,				Sul	046	SC	CRUZEIRO
Central African Airways				S. A.	133	LR	LACSA	Shik Airways Inc.	042	SI	SLI
Corporation	063	CE	CAA	Lineas Aereas de Nicaragua,				Soc. de Transportes Aereos			
Central Airlines, Inc.	319	EN	CEN	S. A.	176		LA NICA	Romano-Sovietica			YR
				Lineas Aereas del Estado			LADE	Sociedade Acoriana de Trans-			
				Lineas Aereas del Pacifico			PACIFICCO	portes Aereos Limitada			

(Concluded on Page 56)

WORLD-WIDE AIRPORT AND AIRLINE SERVICE REFERENCE GUIDE

KEYED AIR CARRIERS

- 1—Aden Airways.
- 2—Aer Lingua.
- 3—Aero Hellas.
- 4—Aero O/Y.
- 5—Aero Postguera.
- 6—Aero Transportes.
- 7—Aero Transportes de Sonora.
- 8—Aerolineas Argentinas.
- 9—Aerolinee Italiane Internationall.
- 10—Aeronaves de Mexico.
- 11—Aeroposta Argentina.
- 12—Aerovias Contreras.
- 13—Aerovias Guest.
- 14—Aerovias Nacionales De Colombia.
- 15—Aerovias Nacionales del Sur.
- 16—Aerovias Occidentales.
- 17—Aerovias "Q."
- 18—Aerovias Reforma.
- 19—Aerovias Sud Americana.
- 20—Aerovias Venezolanas.
- 21—Aerovias Venezolanas Europa.
- 22—Aigle Azur.
- 23—Air Algerie.
- 23A—Air Atlas.
- 24—Air Ceylon.
- 25—Air Congo.
- 26—Air France.
- 27—Air India International.
- 27A—Air Jordan.
- 27B—Air Liban.
- 28—Air Malta.
- 28A—Air Maroc.
- 29—Air Services of India.
- 30—Air Transport, Ltd.
- 31—Air Travel (N. Z.).
- 31A—Air Vietnam.
- 32—Airlines (W. A.).
- 33—Airways (India) Ltd.
- 33A—Airwork.
- 34—ALA De Guatemala.
- 35—Alaska Airlines.
- 36—Alaska Coastal Airlines.
- 37—All-Flotte Riunite.
- 38—Alitalia.
- 39—Allegheny Airlines.
- 40—Alpena Air Service.
- 41—American Airlines.
- 42—Andes.
- 43—Ansett Airways, Pty.
- 44—Aquila Airways.
- 45—Arab Airways, Ltd.
- 46—Asociacion Interamericana de Aviacion.
- 47—Atlas Aviation.
- 48—Australian National Airways.
- 48A—Aviacion y Comercio.
- 49—Avianca.
- 49A—Aviateca.
- 50—Baca Airlines.
- 51—Bahamas Airways.
- 52—Barrier Reef Airways.
- 53—Bharat Airways.
- 54—Bonanza Air Lines.
- 55—Braathens South-American & Far East Air-transport.
- 56—Braniff International Airways.
- 57—Brazilian International Airlines.
- 58—Bristol Bay Airlines.
- 58A—British Colonial Airlines.
- 59—British Commonwealth Pacific Airlines.
- 60—British European Airways Corporation.
- 61—British Guiana Airways.
- 62—British Overseas Airways Corporation.
- 63—British West Indian Airways.
- 64—Burma National Airways.
- 65—Butler Air Transport Pty.
- 66—Byerly Airlines.
- 67—Byers Airways.
- 68—California Central Airlines.
- 69—Canadian Pacific Air Lines.
- 70—Capital Airlines.
- 71—Caribbean Atlantic Airlines.
- 72—Cathay Pacific Airways.
- 74—Central African Airways.
- 75—Central Airlines.
- 76—Central Northern Airways.
- 77—Ceskoslovenskie Aerolinie.
- 78—Christensen Air Service.
- 79—Civil Air Fleet Administration.
- 79A—Civil Air Transport.
- 80—Colonial Airlines.
- 81—Commercial Air Services (Pty.) Ltd.
- 82—Compagnia Transporti Aerei.
- 83—Compagnie Belge de Transports Aeriens.
- 84—Compagnie de Transports Aeriens Intercontinentaux.
- 85—Compagnie Generale de Transports Aeriens.
- 86—Companhia de Transportes Aereos.
- 87—Companhia Meridional de Transportes.
- 88—Compania Aeronautica Uruguayana.
- 89—Compania Auxillarde Navigacion Aerea.
- 90—Compania Cubana de Aviacion.
- 91—Compania de Aviacion Faucett.
- 92—Compania Dominicana de Aviacion C. por A.
- 93—Compania Guatemalteca de Aviacion.
- 94—Compania Mexicana de Aviacion, S.A.
- 95—Compania Nacional TACA de Nicaragua.
- 96—Compania Panamena de Aviacion.
- 97—Compania Transandina de Aviacion.
- 98—Connellan Airways.
- 99—Continental Air Lines.
- 100—Cook Strait Airways.
- 101—Cordova Airlines.
- 101A—Corps d'Aviation de l'Armee d'Haiti.
- 102—Corporacion Sudamericana de Servicios Aereos.
- 102A—Cyrus Airways.
- 103—Danish Air Lines.
- 104—Deccan Airways.
- 105—Delta-C&S Air Lines.
- 105A—Derby Aviation.
- 105B—Deutsche Lufthansa.
- 106—Divisao de Exploracao dos Transportes Aereos.
- 107—Divisao de Exploracao de Transportes Aereos de Angola.
- 107A—Eagle Aviation.
- 108—East African Airways Corp.
- 109—East-West Airlines.
- 110—Eastern Air Lines.
- 111—El Al Israel Airlines.
- 112—Ellis Air Lines.
- 112A—Empresade Transportes Aereos Norte do Brasil.
- 113—Empresa de Viacao Aerea Rio Grandense.
- 114—Ethiopian Air Lines.
- 115—Expreso Aereo Inter-Americano.
- 115A—Fiji Airlines.
- 116—Flota Aerea Mercante Argentina.
- 117—Flugtag.
- 118—Flying Tiger Lines.
- 119—Frontier Airlines, Inc.
- 119A—Gibbes Sepik Airways.
- 120—Gibraltar Airways, Ltd.
- 121—Greek Airlines Tae.
- 122—Guinea Airways.
- 122A—Gulf Aviation.
- 123—Hawaiian Airlines.
- 124—Hellenic Airlines.
- 124A—Hong Kong Airways.
- 125—Hunting-Clan Air Transport.
- 126—Iberia Airlines.
- 126—IceLand Airways—see Flugtag.
- 127—Indonesian Airways.
- 128—Inland Air Service Pty.
- 129—Iranian Airways Co.
- 130—Iraq Airways.
- 130A—Japan Air Lines.
- 131—Jersey Airlines.
- 132—Jugoslvenski Aero-transport.
- 132A—Korean National Airlines.
- 133—KLM Royal Dutch Air Lines.
- 134—Lake Central Airlines.
- 135—Lineas (Lineas Aereas Nacionales).
- 136—Leavens Bros. Air Services.
- 137—Liberian National Airways.
- 138—Linea Aerea al Nor-Este.
- 139—Linea Aerea al Sud Oeste.
- 140—Linea Aerea de Transporte Nacional.
- 141—Linea Aerea Nacional.
- 142—Linea Aerea TACA de Venezuela.
- 143—Linea Aeropostal Venezolana.
- 144—Lineas Aereas Costaricenses.
- 145—Lineas Aereas de Nicaragua.
- 146—Lineas Aereas de Panama.
- 147—Lineas Aereas del Estado.
- 148—Lineas Aereas Mexicanas.
- 149—Lineas Aereas Nacionales.
- 150—Lineas Aereas Italiane.
- 151—Lloyd Aereo Boliviano.
- 152—Lofthelider, H. F.
- 152A—Lolde Aereo Nacional.
- 153—Luxembourg Airlines.
- 154—MacRobertson-Miller Aviation.
- 155—Mackey Airlines.
- 156—Malayan Airways.
- 156A—Mandated Airlines.
- 157—Maritime Central Airways.
- 158—Massachusetts Air Industries.
- 158A—Maszovlet.
- 159—Middle East Airlines Co.
- 160—Midwestern Aero Service.
- 161—Miser Airways, Ltd.
- 162—Mohawk Airlines.
- 163—National Airlines.
- 164—Navegacao Aerea Brasileira.
- 165—New York Airways.
- 166—New Zealand National Airways.
- 167—North Central Airlines.
- 168—Northeast Airlines.
- 169—Northern Consolidated Airlines.
- 170—Northland Aviation.
- 171—Northwest Airlines.
- 172—Norwegian Airlines.
- 173—Orient Airways.
- 174—Osark Airlines.
- 175—Pacific Northern Airlines.
- 176—Pacific Overseas Airlines Siam.
- 177—Pacific Southwest Airlines.
- 178—Pacific Western Airlines.
- 178A—Pakistan International Airlines.
- 179—Pan American World Airways.
- 180—Pan American-Grace Airways.
- 181—Panair do Brasil.
- 182—Philippine Air Lines.
- 183—Piedmont Airlines.
- 185—Polskie Linie Lotnicze.
- 186—Primeras Lineas Uruguayas de Navegacion Area.
- 187—Qantas Empire Airways.
- 188—Quebecair.
- 189—Queen Charlotte Airlines.
- 189A—Queensland Airlines.
- 189B—RAI-Regie Aerienne Internsulaire.
- 189C—RANSA.
- 190—REAL.
- 191—Reeve Aleutian Airways.
- 192—Resort Airlines.
- 193—Riddle Airlines.
- 194—Sabena.
- 195—Safeway Airways.
- 195A—Saskatchewan Government Airways.
- 196—Saudi Arabian Airlines.
- 197—Scandinavian Airlines System.
- 198—Scottish Airlines.
- 199—Service des Transports Aeriens Regionaux.
- 200—Servicio Aereo de Honduras, S.A.
- 201—Servicio Aereo Leopoldo Lopez T.
- 202—Servicios Aereos Cruzeiro do Sul.
- 203—Servicios Aereo Nacionales.
- 204—Slamese Airways Co., Ltd.
- 205—Slick Airways.
- 206—Sobelair.
- 207—Sociedad Aerea del Tolima.
- 208—Sociedad Colombiana de Transportes Aereos.
- 209—Sociedade Acoreana de Transportes Aereos.
- 210—Sociedade Anonima Viacao Aerea Gaucha.
- 211—Societa Italiana Servizi Aerei.
- 212—Societa Transadriatica di Navigazione Area.
- 213—Societe Aerienne Internationale D'Egypte.
- 214—Societe Indochinoise De Transportes Aereos.
- 215—Societe de Transportes Aeriens de la Region Quest.
- 216—South African Airways.
- 217—South Coast Airways Pty., Ltd.
- 218—Southern Airways.
- 219—Southwest Airways.
- 220—Sudan Airways.
- 220A—Syrian Airways.
- 221—Swissair.
- 221A—TACA de Venezuela.
- 222—TACA International Airlines, S.A.
- 222A—Tara-Roumanian Air Lines.

222—Tasman Empire Airways, Ltd.	232—Transportes Aereos Centro-Americanos (TACA).	239—Transportes Aereos Portugueses.	246—Viacao Aerea Santos Dumont.
224—Technical & Aeronautical Exploitations.	233—Transportes Aereos Mexicanos, S.A.	239A—Transportes Aereos Salvador.	247—Viacao Aerea Sao Paulo
226—Transandina Ecuatoriana.	234—Transportes Aereos de Jalisco.	239B—Transportes Aeriens Intercontinentaux.	248—West African Airways Corp.
226—Trans-Atlantic Airlines.	235—Transportes Aereos de Tampico S. de R.L.	240—Tunis Air.	249—West Coast Airlines.
227—Trans-Australia Airlines.	236—Transportes Aereos de Carga Internacional Limitada.	241—Turkish State Airlines Devlet Hava Yollari.	250—West Coast Air Services.
228—Trans-Canada Air Lines	237—Transportes Aereos Nacionales.	242—Union Aeromarine de Transport.	250A—West Norway Airlines.
228A—Trans Mar de Cortes.	238—Transportes Aereos Peruanos.	243—Union of Burma Airways	251—Western Airlines, Inc.
229—Trans-Pacific Airlines.		244—United Air Lines.	252—Wheeler Air Lines.
230—Trans-Texas Airways.		244A—Uraba, Medellin & Central.	253—Wien Alaska Airlines
231—Trans World Airlines.		245—Veteran Airways.	254—Woods Airways Pty.
231A—Transportes Aereos Catarinense.			255—Wyoming Skyways.
			256—Zonas Oeste y Norte de Aerolinas Argentinas.

City	Code	Airlines (See Key)	City	Code	Airlines (See Key)	City	Code	Airlines (See Key)
Aalborg, Denmark	AAL	197	Altoona-Martinburg, Pa.	AOO	89	Aruana, Brazil	AUZ	202
Aarhus, Denmark	AAR	197	Alto Parnaiba, Brazil	APY	112A	Aruha, Curacao, North West Indies	AUA	133
Abadan, Iran	ABD	129-133-197	Amala, Colombia	AFI	49	Arusha, Tanganyika	ARY	108
Abbecher, Fr. Equat.	AEH	84	Amapa, Brazil	APA	202	Asbury Park, N. J.	BLM	89
Abercorn, North Rhodesia	ACN	74	Amarillo, Tex.	AMA	56-75-99-231	Ascencion, Bolivia	ASC	161
Aberdeen, N. C.	BOP	183	Ambanja, Madag.	IVA	26	Asheville-Hendersonville, N. C.	AVL	70-105-183-231
Aberdeen, Scotland	ABZ	69	Ambilobe, Madag.	AMB	26	Ashland, Ky., Huntington, W. Va.	HTW	39-110-183
Aberdeen, S. D.	ABR	56	Ambon, Indonesia	AMQ	127	Asmara, Eritrea	ASM	1-38-114-161-196
Abidjan, French West Africa	ABJ	26-84-242	Ambrizete, Angola	ARZ	107-196	Asah, Eritrea	ASA	114
Abilene, Tex.	ABI	99	Amchitka, Alaska	AMC	191	Asia, Brazil	ASS	247
Abingdon, Australia	ABG	48	Amman, Trans-Jordan	AMM	27A-27B-45-62-169-196	Astoria, Oregon	AST	250
Acapulco, Mex.	ACA	10	Amman, Trans-Jordan	AMP	36	Asuncion, Paraguay	ASU	8-86-181-186-190-237
Acarigua, Venezuela	AGV	143	Amritsar, India	ATQ	27	Athara, Anglo-Eg. Sudan	ATB	220
Accra, Gold Coast	ACC	26-33A-62-125-179-242-248	Amsterdam, Netherlands	AMS	2-3-48A-60-125-183-179-197-221	Athens, Ga.	AHN	218
Ada, Okla.	ADH	75	Anaco, Venezuela	AAO	20	Athens, Greece	ATH	26-38-60-102A-111-114-132-133-150-194-197-214-221-224-241
Adak, Alaska	ADK	191	Annapolis, Brazil	APS	87-182A-202-237-247	Ati, Fr. Equat. Africa	ATV	26
Adana, Turkey	ADA	241	Anchorage, Alaska (Anchorage Int'l Airport)	ANC	86-101-169-171-175-191	Atka, Alaska	ATK	191
Addis Ababa, Ethiopia	ADD	1-114	Anchorage, Alaska (Elmendorf Field)	EDF	86-101-169-171-175-191	Atlanta, Ga.	ATL	70-105-110-214
Adelaide, Australia	ADL	43-48-122-227	Anchorage, Alaska (Merrill Field)	MRI	36-101-169-171-175-191	Atlantic City, N. J.	NBB	80-110
Aden, Aden Protectorate	ADE	1-27-45-62-114-161	Ancon, Chile	AGN	36	Auburn-Geneva, N. Y. (Sampson Air Force Base)	SSN	162
Afyon, Turkey	AFY	241	Angoon, Alaska	ZUD	141	Attu, Alaska	ATU	191
Agadir, French Morocco	AGA	241	Andapa, Madagascar	ZWA	26	Auburn-Lewistown, Me.	LEW	168
Agrinio, Greece	AGQ	224	Anderson, B. C.	AND	110	Auburn, N. Y.	SSN	162
Ahmedabad, India	AMD	27	Anderson, Alaska	APK	36	Auckland, N. Z.	AKL	69-166-170-223
Ahwas, Iran	AWZ	129	Angol, Chile	ZOL	141	Augusta, Ga.	AGS	105-110
Altape, New Guinea	ATP	119A	Angus Downs, Australia	ANZ	99	Augusta, Me.	AUG	168
Altutaki, Cook Island	AIT	223	Aniak, Alaska	ANI	169	Austin, Minn.	AUM	56
Ajaccio, Corsica	AJA	23-26-240	Anjouan, Is. Comores	AJN	26	Austin, Tex.	AUS	56-99-230
Ajo, Ariz.	AJO	54	Ankara, Turkey	ANK	189-241	Auvergne, Australia	AVG	98
Akiak, Alaska	AKT	169	Ankavandra, Madag.	JVA	26	Avalon, Calif.	SXC	244
Aklavik, N. W. T.	LAK	89-253	Annette, Alaska	ANN	112-179	Avare, Brazil	AVA	247
Akron, Ohio	CAK	41-70-110-118-205-244	Antalaha, Madag.	ANM	36	Ayacucho, Colombia	AYC	49
Akulark, Alaska	AKU	160	Anthony's Lagoon, Australia	AYL	98	Ayapel, Colombia	AYA	49
Akyab, Burma	AKY	243	Antigua, British West Indies	ANT	26-63-179			
Alakanuk, Alaska	AIK	85-169	Antilla, Cuba	ANT	90			
Alamogordo, N. M.	ALM	99	Antofagasta, Chile	ANF	141-180			
Alamosa, Colo.	ALS	119	Antonio Enes, Mozamb.	ANO	168			
Albany, Australia	ALH	82	Antwerp, Belgium	ANR	194			
Albany-Corvallis, Ore.	CVO	249	Anvik, Alaska	ANV	35-169			
Albany, Ga.	ABY	110-218	Aparri, Philippine Is.	APR	182			
Albany-Schenectady, N. Y.	ALB	41-80-118-162-231	Apia, Western Samoa	APW	223			
Albany, Ore.	CVO	249	Apolo, Bolivia	APB	151			
Albertville, Belgium	ABV	194	Apucarana, Brazil	APU	57-113-190-202			
Albuquerque, N. M.	ABQ	99-119-231	Aquiduaana, Brazil	AQU	202			
Alderney, Channel Is.	ACI	40	Aracua, Brazil	ACW	237			
Alegrete, Brazil	ALQ	57	Aracaju, Brazil	AJU	57-113-162A-181-190-202-237			
Aleknagik, Alaska	AKK	169	Aracatuba, Brazil	ARU	190-202			
Aleppo, Syria	ALP	27B-130-159-220A	Arad, Romania	ARW	222A			
Alexander Bay, South Africa	ALJ	216	Aracazara, Brazil	ARS	237			
Alexandria, Australia	AXL	98-227	Araguacema, Brazil	AGX	292			
Alexandria, Egypt	ALY	102A-180-161-224	Araruari, Brazil	ARA	57-237-247			
Alexandria, La.	AEX	105	Arapongas, Brazil	APX	190			
Alexandria, Minn.	AXN	167	Ararangua, Brazil	AAA	113			
Alexandroupolis, Greece	AXD	224	Araraquara, Brazil	AQA	202			
Affenas, Brazil	AFB	190-227	Araxa, Brazil	AAX	237-247			
Alghero, Sardinia	AHO	150	Arcoverde, Brazil	AVZ	112A			
Algiers, Algeria	ALG	23-23A-26-28-48A-231-240-242	Arctic Red River, Mack.	YAV	69			
Alice Springs, Australia	ASP	98-227	Ardmore, Okla.	AFD	75			
Allah, Philippine Is.	AAV	182	Arechibo, Puerto Rico	APD	193			
Allentown-Bethlehem, Pa.	ABL	80-231-244	Arequipa, Peru	AQP	91-189			
Alliance, Neb.	AIA	251	Argyle, Australia	AGY	98-154			
Almenara, Brazil	AMJ	237	Arica, Chile	ARI	149-190			
Alor Star, Malaya	AOR	184	Arlington, Australia	ARN	98			
Alpine, Tex.	MRF	230	Armuelles, Panama	AML	96-144			
Alroy Downs, Australia	AYD	98	Armas, Brazil	AAI	202			
Alta, Norway	ALF	197	Arrecife, Canary Is.	ACE	126			
Altamira, Brazil	ATM	181	Arua, Uganda	AAU	109			
Alton, Ill.	ALN	174						

City	Code	Airlines (See Key)	City	Code	Airlines (See Key)	City	Code	Airlines (See Key)
Bangor, Me.	BGR	79A-133-166-179- 182-187-197-204- 239B-243	Bhamo, Burma	BMO	243	Bucaramanga, Colombia	BGA	49
Bangui, Fr. Equa.	BGF	26-194-242	Bhavangar, India	BHX	27	Bucharest, Romania	BUH	77-79-169A-183- 222A
Baracoa, Cuba	BCA	90	Bhubaneswar, India	BBH	27	Budapest, Hungary	BUD	77-79-169A-183- 222A
Barahona, Dom. Rep.	BAR	92	Bhui, India	BJI	27	Buenavista, Philippine Islands	BVZ	182
Barbados (Bridgetown)	BGI	61-62-63-143-225	Biak, Neth. Guinea	BIK	133	Buenos Aires, Argentina	EZE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Barceladine, Australia	BCI	189A	Biarritz, France	BIO	26-60	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Barcelona, Spain	BCN	26-48A-60-126- 133-160-179-194- 221	Bidor, Malaya	BIZ	166	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Barcelona, Venezuela	BLA	20-133-143-222	Big Bell, Australia	BBE	32	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Barcelos, Brazil	BAZ	181	Big Spring, Tex.	BBS	99	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bar Harbor, Me.	BHB	168	Bilbao, Spain	BIG	46A	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Barl, Italy	BRI	160	Billings, Mont.	BIL	119-171-261	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bariloche, Argentina	BRC	147	Biwankarnas, Nicaragua	BIW	145	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Barinas, Venezuela	BNS	143	Bimini, Bahamas	BIM	62	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Barquisimeto, Venezuela	BRM	20-143-222	Binghamton-Endicott Johnson City, N. Y.	BGM	80-118-162-231	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Barra, Brazil	BQQ	237	Birigui, Brazil	BLJ	202	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Barra, Hebrides Is.	BBR	60	Birmingham, Ala.	BHM	70-105-110-216	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Barranca Bermeja, Colombia	EJA	49	Birmingham, England	BHX	2-26-60	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Barrancas, Venezuela	BNM	143	Birni N'Koni, French West Africa	BNK	26	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Barranquilla, Colombia	BAQ	49-138-179	Biars, Algeria	BKS	26	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Barras, Brazil	BRA	237	Bismarck, N. D.	BIS	56-119-171	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Barre-Montpelier, Vt.	MPV	168	Bissao, Port Guinea	BXO	26	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Barretos, Brazil	HXX	237	Bitam, Fr. Equat. Africa	BMM	26	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Barrow, Alaska	BRW	253	Blackall, Australia	BKQ	227	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bartlesville, Okla.	BVO	75-99	Blantyre, N. Rhodesia	BLZ	74-108	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Basankusu, Belgium	BSU	194	Blenheim, N. Z.	BHE	166	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Basco, Philippine Is.	BSO	182	Bloemfontein, South Africa	BFN	216	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Basle, Switzerland	BSL	60-221	Bloomington, Ill.	BMI	134	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Basra, Iraq	BSR	26-62-130-183- 179-231	Bloomington, Ind.	BMG	134	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bastia, Corsica	RIA	26-240	Bluffield-Princeton, W. Va.	BFL	183	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bata, Spanish Guinea	BSG	126	Bluefields, Nicaragua	BEF	146	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bathurst, Australia	BHS	65	Blythe, Calif.	BLH	84	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bathuret, Cambia West Africa	BTH	33A-125-245	Roa Vista, Brazil	BVB	202	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Baton Rouge, La.	BTR	105-110-218	Bobo Dioulassa, French West Africa	BOY	26	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Batouri, Cambodia	OUR	26-242	Roca do Acre, Brazil	RCR	181	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Battle Creek, Mich.	RTL	41	Roca Buva, Brazil	RCU	237	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Baur, Brazil	BAU	181-247	Rocas, Rep. Panama	ROC	96-144	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bay City, Mich.	BYC	70	Rodo, Norway	ROO	197	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bayamo, Cuba	RYM	90	Rosita, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Beauforte, N. C.	MRH	193	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Beaufort West, South Africa	BFU	216	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Beaumont-Port Arthur, Tex.	BUJ	105-110-230	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Beaver, Alaska	BEA	160-283	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Beaver Lodge, Sask.	YRE	69	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Beckley, W. Va.	RKE	188	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Beeville, Tex.	REE	230	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Beira, Mozambique	FEW	188	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Beirut, Lebanon	BEY	22-26-37A-37B- 38-45-62-102A- 130-183-189-181- 179-187-194-197- 220A-231-241	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Beikly, Madagascar	OVA	26	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bela Vista, Brazil	BVS	227	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Belem, Brazil	REL	57-112A-162A- 179-181-202	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Belfast, North Ireland	BFS	80	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Belgrade, Yugoslavia	BEG	107A	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Belize, Brit. Honduras	BZE	58A-63-200-232	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bellefonte, Pa.	PSB	80	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bellingham, Wash.	BLJ	244	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Belmonte, Brazil	BMZ	239A	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Belo Horizonte, Brazil	BHZ	57-152A-181-190- 202-237	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Beloit-Janeville, Wis.	JVL	167	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Belo, Madag.	BMA	26	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bemidji, Minn.	RJI	167	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Benares, India	BNX	27	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Benbecula, Scotland	BEB	60	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bend-Redmond, Ore.	EDM	244	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bengasi, Libya	BEN	60-102A-161	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Beniguela, Angola	BUG	106	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Benin City, Nigeria	BNI	248	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Benjamin Constant, Brazil	BEJ	181	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Ben. Leta, Brazil	BNO	112A	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Benin, Malaya	BEQ	166	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bentong, Malaya	BPG	164	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Benbera, Br. Som.	BBO	242	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Benherati, Fr. Equ.	BRT	242	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Benin, Norway	BGO	250A	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Berlin, Germany	BER	79	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Berlin-Milan, N. H.	BML	168	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bermuda-Kindley Field	BDA	49-62-80-90-126- 143-179-229	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Berne, Switzerland	BRN	221	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bertoua, Cameroon	BUW	26	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Besalampy, Madag.	BPY	28	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bethel, Alaska	BET	35-146	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bethlehem, Pa.	ABL	80-231-244	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Betioky, Madag.	BKU	26	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202
Bettles, Alaska	BTB	253	Bozota, Colombia	BOG	26-40-222	Buenos Aires, Argentina	BUE	8-26-38-56-57-58- 113-126-133-141- 147-179-180-181- 197-202

City	Code	Airlines (See Key)	City	Code	Airlines (See Key)	City	Code	Airlines (See Key)
Cape Newenham, Alaska	NHM	169	Ciudad Victoria, Mex.	CVM	94	Darwin, Australia	DRW	26-62-154-187-227
Cape Romazoff, Alaska	CFZ	169	Clarkburg, W. Va.	CKB	70	Dauphin, Man.	YDN	49
Capetown, So. Africa	CTF	216	Clarke Point, Alaska	CLP	58-169	Dawson City, Yuk. Ter.	YDA	69
Caracas, Venezuela	CCB	20-26-38-57-63-105-126-133-143-179-222	Clarkston, Wash.	LWS	249	Daytona Beach, Fla.	DAB	110-163
			Clearfield, Pa.	PSB	39	Dayton, Ohio	DAY	41-134-205-231
			Clearwater, Fla.	PIE	56-110-163	Deauville, France	DOL	26-60
			Clermont, Australia	CMQ	189A	Decatur, Ill.	DEC	174
			Clermont-Ferrand, France	CFE	23	Deering, Alaska	DRG	33-263
Carasinho, Brazil	CRQ	113-202-210	Cleveland, Ohio	CVC	122	Delhi, India	NDH	27-62-179
Caruaru, Brazil	CAF	161		CLE	39-41-70-105-118-134-171-205-225-231-244	Denver, Colo.	DEN	56-99-119-244-251
Caravelas, Brazil	CRV	181-292				Des Moines, Iowa	DSM	56-244
Cardiff, Wales	CWL	2	Clifton-Morenci, Ariz.	CFT	119	Detroit, Mich., Wayne Major Airport	RML	41-70-105-110-118-167-171-179-205-231-244
Caribbad, N. M.	CNM	99	Clinton, Iowa	CWI	69			
Carlton, Australia	CRY	98	Clintonville, Wis.	CLI	167			
Carmon de Patagonien, Argentina	CPG	98	Cloncurry, Australia	CNJ	227			
Caruarvon, Australia	CVO	154	Clovis, New Mexico	CVS	99	Detroit, Mich. (Willow Run Airport)	YIP	41-70-105-110-118-167-171-179-205-231-244
Carolina, Brazil	CLN	57-112A-152A-202	Cluj, Romania	CLJ	222A			
Carson City-Minden, Nev.	MEV	54	Coacoman, Mexico	CCL	10			
Cartagena, Colombia	CTG	49	Coari, Brazil	CZA	181	Dhahran, Saudi Arabia	DHA	27A-122A-133-159-196-231
Carupano, Venezuela	CUP	20-145-222	Cobija, Bolivia	CLJ	161			
Carvoeiro, Brazil	CVZ	181	Cochabamba, Bolivia	CRB	151-180-202	Dillingham, Alaska	DLG	169-175
Casablanca, French Morocco	CAS	23A-26-28A-48A-194-239-239B-242	Cochin, India	COK	27	Dinard, France	DNR	41
			Cocos-Keeling Is.	CKE	181	Dust Dawa, Ethiopia	DDV	1-114
			Codajaz, Brazil	CDZ	112A	Djakarta, Indonesia	JKT	26-62-127-133-137
			Codo, Brazil	CDX	119	Djambala, French Equat. Africa	DJM	26
			Cody, Wyo.	COD	119	Djerba, Tunisia	DJE	240
			Coen, Australia	CUQ	48	Dodge City, Kan.	DDC	99
			Coeur d'Alene, Idaho	COE	250	Dodoma, Tanganyika	DOD	108
			Coffs Harbour, Australia	CFS	49	Dolisie, French Equat. Africa	DIS	26-242
			Colimbator, India	CJB	27	Dothan, Ala.	DHN	110
			Cold Bay, Alaska	CDB	191	Douala, French Equit. Africa	DLA	26-126-239B-242
			Coleman, Tex.	COM	230	Douglas, Ariz.	DUG	41
			Colima, Mex.	CLQ	10	Dover, Del.	DOV	39
			Cologne, Germany	CGN	26-60-170-191	Dublin, Ireland	DUB	2-133
			Colomb Bechar, Algeria	CBH	25	Dubuque, Iowa	DBQ	174
			Colombo, Ceylon	CMB	24-27-62-133-187-231	Dulce Nombre, Honduras	DUL	200
			Colonla Yerua, Argentina	CYR	89	Duluth, Minn.	DLH	167
			Colorado Creek, Alaska	COJ	160	Durango, Colo.	DRO	119
			Colorado Springs, Colo.	COS	56-99	Durango, Mexico	DGO	10
			Columbia, Mo.	CBI	174	Durban, South Africa	DUR	74-106-108-216
			Columbia, S. C.	CAE	105-110	Dusseldorf, Germany	DUS	4-26-27-60-62-105B-125-133-175-181-194-197-221
			Columbia, Ga.	CSG	105-110-218			228
			Columbus, Miss.	UBS	218	Dutch Harbor, Alaska	DUT	191
			Columbus, Ohio	CMH	41-184-205-231			
			Comayagua, Br. Hond. G.	CRD	200			
			Comodoro Rivadavia, Argentina	CRD	8			
			Conakry, French West Africa	CKY	26-242			
			Concepcion, Bolivia	CEP	180	Eagle, Alaska	EAA	35-253
			Concepcion, Chile	CCP	141	Earlton, Ontario	YXR	69
			Concord, N. H.	CON	163	Easton, Md.	ESN	39
			Condo, Colombia	COG	49	Eau Claire, Wis.	EAU	167
			Copan, Honduras	RUY	200	Edinburgh, Scotland	EDI	60
			Copenhagen, Denmark	CPH	4-26-60-117-133-152-179-194-197-231-231	Edmonton, Alta.	YXD	60-171-228-251
					101	Eek, Alaska	EER	184
			Copper Centre, Alaska	CZC	101-176	Eindhaven, Neth.	FIN	191
			Cordoba, Argentina	COR	20-143-232	Elirunepu, Brazil	ERB	49
			Cordova, Alaska	CDV	49	El Bazar, Colombia	ELB	49
			Coro, Venezuela	CZE	56-110-230	El Banco, Colombia	ELR	49
			Corozal, Colombia	CZU	200	El Centro, Calif.	IPL	54
			Corpus Christi, Tex.	CRP	8	El Dorado, Ark.	ELD	230
			Corquin, Honduras	COQ	119	El Golen, Algeria	ELG	26
			Corrientes, Argentina	CNQ	181-190	Elizabeth City, N. C.	ECG	70
			Cortez, Colo.	CEZ	35	Elizabethville, Belgian Congo	EZA	194
			Corumba, Brazil	CMG	112	Elkins, W. Va.	EKN	41
			Council, Alaska	CIL	69	Elko, Nev.	EKO	241
			Craig, Alaska	CGA	219	Ellamar, Alaska	EMA	101
			Cranbrook, R. C., Canada	YXC	69	Ellensburg, Wash.	ELN	250
			Creacent City, Calif.	CEC	219	Elmira-Corning, N. Y.	ELM	41-70-162
			Crooked Creek, Alaska	CKD	181	El Paso, Tex.	ELP	41-99-220
			Cruzaleiro do Sul, Brazil	CZS	181	Endicott, N. Y.	BGM	80-162-231
			Cucui, Brazil	CBZ	181	Encontrados, Venezuela	ENR	20
			Cucuta, Colombia	CUC	49	Entebbe, Uganda	EBB	33A-62-108-125-194
			Cuenca, Ecuador	CUE	180			
			Cuilaba, Brazil	CGB	181	Ephraim-Moses Lake, Wash.	EPH	250
			Cuilacan, Mexico	CUL	10	Erandique, Honduras	EDQ	200
			Cumana, Venezuela	CUM	20-143-222	Eric, Pa.	ERI	30-70
			Cumberland, Md.	CBE	39	Escanaba, Mich.	ESC	167
			Curacao, Netherlands West Indies	CUR	133-143-179-189C	Esmeraldas, Ecuador	ESM	180
			Curitiba, Brazil	CWB	57-181-190	Eugene, Oregon	EUG	244-260
			Currallinho, Brazil	CUO	181	Eureka-Arcata, Calif.	ACV	219
			Cut Bank, Mont.	CTB	251	Evansville, Ind.	EVV	105-110
			Cuzco, Peru	CUZ	91	Excursion Inlet, Alaska	EXI	160
				D			F	
			Dabaju, Venezuela	DJV	222	Fairbanks, Alaska (Ladd Field)	FBK	35-69-101-169-179-233
			Dacca, Pakistan	DAC	27-62-173-178A	Fairbanks, Alaska (International Express Airport)	FAI	35-69-101-169-179-233
			Dakar, Senegal	DKR	8-26-132-179-181-197-221			
			Dallas, Tex.	DAL	41-56-75-99-105-205-230			
			Damascus, Syria	DAM	26-62-133-166-197-220A-221			
			Danville, Ill.	DNV	134-174			
			Danville, Va.	DAN	185			
			Danzig, Poland	DAZ	185			
			Dar Es Salaam, Tanganyika	DAR	62			

City	Code	Airlines (See Key)	City	Code	Airlines (See Key)	City	Code	Airlines (See Key)
Payetteville, Ark.	FVY	75	Gothenburg, Sweden	GOT	162-197	Hawthorne, Nev.	HTH	64
Payetteville, N. C.	FAY	183	Gottwaldov,			Haycock, Alaska	HAY	35
Pitchburg-Leominster, Mass.	FIT	168	Czechoslovakia	GTW	77	Hay River, Mack.	YHY	69
Flagstaff, Ariz.	FLG	119	Goudam, French Sudan	GUD	26	Helena, Ark.	HEE	230
Flat, Alaska	FLO	35-169	Governor's Harbour,			Helena, Mont.	HLN	171-251
Flin Flon, Man.	YFO	69-76	Bahama Islands	GHB	61-62	Helinski, Finland	HEL	4-77-79-179-197
Flint, Mich.	FNT	70	Governador Valadares, Brazil	GVR	190-237	Henbury, Australia	HRY	99
Florence, Italy	FLR	150	Gracias, Honduras	GAU	200	Hendersville, N. C.	AVL	70-105-183
Florence, S. C.	FLO	110	Gracia, Spain	GRX	112A	Heraklion, Greece	HER	224
Floriotopolis, Brazil	FLN	118-181-190- 202-231A-247	Grand Canyon, Ariz.	VLE	48A-126	Hercegovi,		
Folger, Alaska	FOL	35-169	Grand Forks, N. D.	GFK	167-171	Hermanburg,	HNO	132
Ponte Boa, Brazil	FBA	181	Grand Island, Neb.	GRI	244	Australia	HMG	98
Forestville, Quebec, Canada	YFE	69	Grand Junction, Colo.	GJT	119-244	Hermosillo, Mex.	MWA	10-94-228A
Formosa, Argentina	FMA	8	Grand Rapids, Mich.	GRR	70-118-134-167	Herrin, Ill.		174
Portaleza, Brazil	FOR	67-112A-152A- 181-190-202	Grande Prairie, Alta.	YQU	69	Hibbing-Chisholm, Minn.	HIB	167
Ft. Arch, Equa.			Granites, Australia	GTS	98	Hickory, N. C.	HKY	181
Africa	FTR	26-242	Grax, Austria	GRZ	132	Higatara, New Guinea	HIU	119A
Fort Bragg-Mendocino, Calif.	MCO	219	Great Bend, Kan.	GBD	99	Hilo, Hawaii	ITO	123-229
Fort de France, Martinique	FDI	26-61-63-179	Great Falls, Mont.	GTF	171-251	Hobart, Australia	HBA	43-48-227
Fort Dodge, Ia.	FOD	56-174	Green Bay, Wis.	GRB	167	Hobbs, N. M.	HOB	99
Ft. Lam, Fr. Eq.			Greenboro-High Point, N. C.	GSO	70-110-183	Hokitike, N. Z.	HKK	166
Africa	FTL	26-242	Greenville, Miss.	GLH	218	Holickuk, Alaska	HOL	96
Fort Lauderdale, Fla.	FTL	155	Greenville, S. C.	GRL	105-110-218	Hollandia, New Guinea	HIA	133-187
Fort Myers, Fla.	FMV	163	Greenwood, Miss.	GRW	105	Holy Cross, Alaska	HCR	35-169
Ft. Nelson, British Columbia	YYE	69	Greenwood, S. C.	GRD	218	Homer, Alaska	HOM	160-175
Ft. Norman, Mack.	YFN	69	Greybull-Basin, Wyo.	GEY	119	Hongkong, China	HKG	26-27-31A-62-69- 73-79A-124A-179- 182-187-197-204
Ft. St. John, British Columbia	YXJ	69	Griffith, Australia	GFF	48	Honiara, Br. Solomon Is.	HIR	187
Fort Sill, Okla.	LAW	75-99	Grindstone, Mag. Is.	YGR	167	Honolulu, Oahu, Hawaii	HNL	69-123-130A-171- 179-187-229-244
Fort Smith, Ark.	FSM	56-75	Gundlajira, Mex.	GDL	6-10-94	Hoonah, Alaska	HNH	35
Fort Stockton, Tex.	FST	230	Guajara-Mirim, Brazil	GIM	202	Hooper Bay, Alaska	HPB	169
Fortuna Ledes			Guailaco, Honduras	GUO	200	Hoquiam-Aberdeen, Wash.	HQM	250
Marshall, Alaska	MLL	85-169	Guam Island,	GUM	179	Hot Springs, Alaska	HGS	169
Ft. Vermillion, Alta.	YFV	69	Southwest Pacific	GUP	143	Hot Springs, Ark.	HOT	105-230
Fort Wayne, Ind.	FWA	105-231-244	Guane, Venezuela	GUQ	143	Hot Springs, S. D.	HSR	231
Ft. William, Ontario, Canada	YWI	228	Guanabo, Cuba (Naval Air Sta.)	GAO	90	Houghton, Mich.	CMX	167
Fort Worth, Tex. (Amon Carter Field)	ACF	41-56-75-99- 105-205-230	Guaymas, Mex.	GUU	10	Houlton, Me.	HUL	168
Fort Worth, Tex. (Meacham Field)	FTW	41-56-75-105- 184-205-230	Guadalupe, Venezuela	GDO	143	Houston, Tex.	HOU	56-99-105-110- 179-205-230
Fort Yukon, Alaska	FYU	85-169-263	Guadalupe, Venezuela	GTI	143	Humayta, Brazil	HYT	181
Franceville, Fr. Eq.			Guatemala City, Guatemala	GUA	49A-133-179- 232	Hue, Indo-China	HUI	31A
Africa	FRV	86	Guaxype, Brazil	GXP	190-237	Hughenden, Australia	HGD	25
Frankfurt, Germany	FRA	8-26-49-60-42- 107B-126-182-183- 150-179-181-187- 194-197-216-221	Guayaquil, Ecuador	GYE	49-56-133-180-237	Hughes, Alaska	HUS	253
Franklin-Oil City, Pa.	FKL	39	Guayamerin, Bolivia	GYA	161	Huntington, W. Va.	HTW	89-110-184
Fredericton, New Brunswick	YFC	187-228	Guaymas, Mex.	GYM	10-228A	Huntville, Ala.	HSV	70-110
Freetown, West Africa	FNA	26-33A-125-248	GCI	60	Hurn, England	HUR	3-8-26-27-33A- 38-60-62-74-107A- 111-125-126-133- 148-179-181-187- 194-197-216-221- 224-228-231-239	
Fresno, Calif.	FAT	231-244	Guiratinga, Brazil	GUZ	237	Huron, S. D.	HON	86-251
Fukuoka, Japan	FUK	130A	Guirra, Venezuela	GUI	143-232	Hutchinson, Kan.	HUT	99
			Gulport, Miss.	GPT	163-218	Hwallen, Formosa	HWL	79A
			Gulkana, Alaska	GKN	101	Hvannis, Mass.	HVA	168
			Gulu, Uganda	GUU	108	Hydaburg, Alaska	HVG	112
			Gunnison, Colo.	GUC	119	Hyderabad, India	HYD	97
			Guropa, Brazil	GUR	181			
			Gustavus, Alaska	GST	36-175			
			Gwelo, So. Rhodesia	GWE	74			
			Gyor, Hungary	GYO	158A			

City	Code	Airlines (See Key)	City	Code	Airlines (See Key)	City	Code	Airlines (See Key)
Ironwood, Mich.	IWD	197	Kapuskasing, Ontario, Canada	YYU	228	Labuan, British N. Borneo	LBU	26-72-156-187
Irumu, Belgian Congo	IRM	194	Karachi, Pakistan	KHI	26-27-62-129-135-178-179A-179-182-187-239B	La Ceiba, Honduras	LCE	230
Ishabahn, Iran	ISN	129				Laconia, N. H.	LCI	168
Iakenderon, Turkey	IKK	241	Karawala, Nic.	KAX	145	La Crosse, Wis.	LSE	167
Ialay, Scotland	ILY	60	Karawala, Nyan.	KGJ	74	La Cumbre, Argentina	LCM	
Isle of Man, Brit. Isles	IOM	2-60	Kasama, No. Rhodesia	KAA	74	Lae, New Guinea	LAE	119A-156A-187
Ismir, Turkey	IZM	241	Kasene, Uganda	KSE	108	La Esperanza, Honduras	LEZ	200
Istanbul, Turkey	IST	26-27B-60-102A-111-182-183-180-179-181-197-221-224-241	Kasungu, Nyan	KGQ	74	Lafayette-New Iberia, La.	LFT	110
			Kasula, Alaska	KTA	101	La Fria, Venezuela	LFR	222
Itabuna, Brazil	ITN	202-237-239A	Katherine, Australia	KTR	95-227	Lago Argentino, Argentina	ING	8
Itacara, Brazil	ITE	239A	Kavala, Greece	KVA	224	Lagos, Nigeria	LOS	26-62-242-248
Itacoatiara, Mex.	ITA	181	Kavieng, New Guinea	KVG	156A-187	La Grande, Ore.	LGD	242
Itajaí, Brazil	ITJ	118-202-231A	Kayam, Senegal	KYS	26	Laguna, Brazil	LGZ	202-231A-242
Itaquí, Brazil	ITY	113	Kaysenyi, Uganda	KYI	108	Laguna Beach	LGB	84
Ithaca, N. Y.	ITH	162	Keene, N. H.	KNE	162-168	Lahore, Pakistan	LHE	27-173
Ituitaba, Brazil	ITU	237	Keetmanshoop, S.W. Africa	KMP	216	La Junta, Colo.	LHX	99
Ivanhoe, Australia	IVH	98	Keflavik, Iceland	KEF	179	Lake Charles, La.	LCH	110
Ivernora, Scotland	INV	98	Kemi, Finland	KEM	4	Lake Kutub, New Guinea	LKU	187
Iwakuni, Japan	IWA	79A-130A-132A-187	Kempsey, Australia	KPS	65	Lakeland, Fla.	LAL	163
			Kenai, Alaska	ENA	169-175	Lake Minchumina, Alaska	LAM	169
Ixtape, Mex.	IZT	94	Kenilworth, N. Borneo	KGU	156	Lake Placid, N. Y.	SLK	80
			Kennewick, Wash.	PSC	249	Lanai, Hawaii	LNJ	123
J			Kerang, Australia	KRA	48	Lancaster, Pa.	LNS	39-80
Jacareinho, Brazil	JCZ	190	Kerema, N. Guinea	KMA	187	Land o' Lakes, Wis.	LNL	167
Jackson, Mich.	JEN	41	Kerman, Iran	KER	129	Land's End, England	LEQ	60
Jackson, Miss.	JAN	106-218	Kerrville, Tex.	ERV	230	Lansing, Mich.	LAN	70-167
Jackson, Wyo., West Yellowstone, Mont.	JAC	251	Ketchikan, Alaska	KTN	36-112-179	Laos, Philippine Is.	LAO	182
Jacksonville, Fla.	JAX	105-110-163-216	Key West, Fla.	MEF	17-163	Lapa, Brazil	LAP	57-237-239A
Jaffa, Israel	JFA	26-62-102A-111-133-160-194-197-221-231	Khartoum, Sudan	KRT	1-26-33A-62-102A-114-125-161-194-197-216-220	La Paz, Bolivia	LPB	56-141-151-180
						La Paz, Mexico	LAP	10-228A
Jaffna, Ceylon	JAF	24	Kiata, New Guinea	KIE	187	Laramie, Wyo.	LAR	119
Jaguarua, Brazil	JGB	113	Kigali, Belgian Congo	KGL	194	Laredo, Tex.	LRD	86
Jaipur, India	JAI	27	Kikori, New Guinea	KRI	187	Lashio, Burma	LSH	243
Jamestown, N. Y.	JHW	39	Kikwit, Belg. Congo	KKW	194	La Serena, Chile	LSC	141
Jamestown, N. D.	JMS	171	Kilgora, Tex.	GGG	105-239	Las Palmas, Canary Islands	LPA	48A-126
Jamagar, India	JGA	27	Kimberly, South Africa	KIM	216	Las Piedras, Venezuela	LSP	20-222
Jameville, Wis.	JVL	167	Kimberley Downs, Australia	KBD	154	Lastourville, French Equat. Africa	LTL	88
Januaria, Brazil	JNA	237	Kimham, Alaska	KMM	36	Las Vegas, Nev.	LAS	54-231-244-251
Jaquinet Bay, N. Guinea	JAQ	187	Kindu, Belgian Congo	KND	194	La Touche, Alaska	LTU	101
Jatal, Brazil	JTI	237	King Island, Australia	KNS	43	Launceston, Tasmania	LST	43-48-227
Jeddah, Saudi Arabia	JED	1-27B-46-114-161-196-220	King Salmon, Alaska	AKN	160-175-191	Laurel, Miss.	LUL	218
Jefferson City, Mo.	JEF	174	Kingsaroy, Australia	KGY	189A	Lavras, Brazil	LVB	237
Jenderata, Malaysia	JEN	165	Kingman, Ariz.	IGM	54	Lawrence, Mass.	LWM	168
Jequitinhonha, Brazil	JEQ	2-60	Kingscote, Australia	KGC	122	Lawton-Fort Sill, Okla.	LAW	75-99
Jersey, Channel Island	JER	2-60	Kingsport, Tenn.	KSN	19-58-70	Learnmonth, Australia	LEA	164
Jerusalem, Israel	JRS	27A-27B-46-109	Kingston, Jamaica	KIN	49-62-68-90-123-179-192-228	Lebanon, N. H.	LEB	168
Jessalton, Br. N. Borneo	JES	72-166	Kinston, N. C.	KSN	193	Legaspi, Philippine Islands	LGP	182
Jibuti, Fr.	JIB	1-	Kipnuk, Alaska	KPN	169	Leningrad, U.S.S.R.	LED	79
Jomaliland	JIB	1-32-38-114-239B	Kirkenes, Norway	KKN	197	Leominster, Mass.	FTT	168
Joncaba, Brazil	JCB	113-202	Kirkwall, Orkney Is.	KOI	60	Leonora, Australia	LNO	82
Jonc Penseo, Brazil	JPA	112A-118-181-202	Kiruna, Sweden	KRN	197	Leon, Mex.	LEN	101
Jodhpur, India	JDH	27	Kisumu, Kenya	KIS	108	Leopoldville, Belgian Congo	LEO	107
Jorja, Indonesia	JOG	127	Kithale, Kenya	KTL	108	Lerwick, Shetland Islands	LSI	60
Johannesburg			Klauenfurt, Austria	KLU	183	Leithbridge, Alta.	YQL	228-251
South Africa	JNB	62-74-106-111-133-179-187-194-197-216-242	Klamath Falls, Ore.	LMT	244-250	Levelock, Alaska	LLK	58-169
			Klawock, Alaska	KLW	112	Lewisston, Ida.	LWS	250
Johnson City, N. Y.	BGM	80-162-231	Knoxville, Tenn.	TVS	41-70-105-183	Lewisston, Me.	LWS	168
Johnstown, Pa.	JST	89	Kodiak, Alaska	NHB	175-191	Lewistown, Mont.	LWT	251
Joinville, Brazil	JOI	118-231A	Kongelung, Alaska	KOG	169	Lexington-Frankfort, Ky.		105-110-183
Jolo, Philippine Is.	JOI	182	Kokoda, New Guinea	KOD	119A	Libenge, Belgian Congo	LIE	194
Jonlin, Mo.	JLN	41-56-174	Kokomo, Ind.	OKK	184	Liberec, Czechoslovakia	LIR	77
Jon. Nigeria	JOS	248	Kokrine, Alaska	KKS	169	Iberia, Costa Rica	LBI	144
Juba, Anglo Egyptian Sudan	JUR	38A-125-194-220	Kolwest, Belg. Congo	KWZ	194	Liberty-Monticello, N. Y.	LYM	162
Jujuy, Argentina	JUJ	8	Kona-Kailua, Hawaii	KOA	123-229	Libreville, French Equit. Africa	LBV	26-239B-242
Julia Creek, Australia	JCK	227	Koolatah, Australia	KOH	48	Liege, Belgium	LGG	194
Juncua, Alaska	JNU	86-112-178-179	Koronadal, Philippine Islands	KDL	182	Lihue-Kauai, Hawaii	LIH	123
Juticalpa, Honduras	JUT	200	Koste, Czechoslovakia	KSC	77	Lille, France	LIL	194
			Kota Bahru, Malaysia	KBR	156	Ilongue, Nyassaland	LIW	74
			Kotlick, Alaska	KOT	169	Ilms, Ohio	LIA	184
			Kotzebue, Alaska	OTZ	85-258	Ilms, Peru	LIM	8-56-69-91-193-143-180-181-237
			Koyuk, Alaska	KKA	35	Lima, Peru	LIM	8-56-69-91-193-143-180-181-237
			Koyukuk, Alaska	KYU	169	Limon, Costa Rica	LJO	100
			Krakow, Poland	RRK	185	Lincen, Neb.	LNK	56-214
			Kribi, Cameroon	KBI	26	Lindi, Tanzania	LNQ	190
			Kristiansand B., Norway	KRS	135-194-197	Lina, Brazil	LNZ	183
			Kristiansund, Norway	KSU	172	Linz, Austria	LNZ	183
			Kuala, Lumpur, Malaysia	KUL	156	Lira, Uganda	LIJ	194
			Kuantan, Malaysia	KUA	156	Lisala, Belgian Congo	LIQ	194
			Kuching, Sarawak	KCH	156	Lisbon, Portugal	LIS	8-23A-26-28A-38-49-60-90-126-135-148-179-181-194-197-221-231-239
			Kudat, N. Borneo	KUD	156	Llanadel, Australia	LLL	98
			Kulgera, Australia	KGR	98	Little Rock, Ark.	LIT	41-56-105-230
			Kumasi, Gold Coast	KMS	248	Liverpool, England	LPL	2
			Kupang, Indonesia	KOE	127	Livengood, Alaska	LIV	85
			Kurundi, Australia	KRD	98	Livingstone, No. Rhodesia	LVI	26-62-74-216
			Kutaradja, Indonesia	KRJ	127	Livramento, Brazil	LVB	113
			Kuwait, Kuwait Pr.	KWI	87B-62-102A-129-130-150-161-196-220A	Ljubljana, Yugoslavia	LJU	194
			Kwigillingok, Alaska	KWK	169			
			Kwiguk, Alaska	KWG	85-169			

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Lobito, Angola	LOB	197
Lock Haven, Pa.	LHV	39
Lodz, Poland	LDZ	185
Logan, Utah	LGU	251
Lome, Fr. W. Africa	LFW	26-242
London-Corbin, Ky.	LOZ	183
London, England	LUN	2-8-26-27-33A-38-60-62-74-107A-111-125-126-133-143-179-181-187-194-197-216-221-224-228-231-239
London, Ontario, Can.	YXU	228
Londrina, Brazil	LDB	57-113-190-247
Long Beach, Calif.	LGB	118-244-251
Long Creek, Alaska	LOJ	169
Longreach, Australia	LRE	189A-227
Longview-Kilgore-Gladewater, Tex.	LLV	105-230
Lord Howe Island, Pacific Ocean	LDH	43
Los Angeles, Calif.	LAX	41-54-94-118-179-206-219-231-244-261
Los Chiles, Costa Rica	LSL	144
Los Mochis, Mex.	LMM	10
Lost River, Alaska	LSR	85
Louisville, Ky.	SDF	41-110-183-231
Lourenco, France	LDE	2
Lourenco Marques, Moz.	LUM	74-106-108-216-239
Luanda, Angola	LAD	26-107-194-239
Lubbock, Tex.	LBB	56-99-184
Lucknow, India	LKO	27
Lufkin, Tex.	LPK	230
Lulea, Sweden	LLA	197
Luluabourg, Belgian Congo	LLB	194
Lumbo, Mozambique	LMB	106-108
Lusaka, No. Rhodesia	LUN	33A-74-125-216
Luxembourg	LUX	26-194
Luxor, Egypt	LXR	161
Lwow, Poland	LWO	70
Lydda, Israel	LYA	26-62-102A-111-133-150-194-197-221-231
Lynchburg, Va.	LYH	183
Lynn Lake, Manitoba	YYL	69-76
Lyon, France	LYS	23-23A-26-28A
M		
Maasricht, Netherlands	MST	194
Macapa, Brazil	MCP	202
Maceio, Brazil	MCZ	57-113-152A-181-190-202-237
Machado, Brazil	MCH	43-48-227
Mackay, Australia	MKY	105-110
Macon, Ga.	MCN	119A-156A-187
Madang, New Guinea	MAG	167-171
Madison, Wis.	MSN	24-27
Madras, India	MAA	8-23A-26-28A-48A-49-60-90-126-133-143-181-194-197-221-231-239
Madrid, Spain	MAD	108
Garcia Morato Airport		202
Mafia, East Africa	MFA	40
Mafra, Brazil	MFZ	151
Magangue, Colombia	MGN	230
Magdalena, Bolivia	MGD	26
Magolia, Ark.	AGO	248
Mahanoro, Madagascar	VVB	26
Maiduguri, Nigeria	MIU	26
Maintirano, Madag.	MXT	26
Maiquetin, Venezuela	MIQ	20-26-38-57-63-105-126-133-143-179-222
Majunga, Madag.	MJN	26
Makakou, Fr. Equat.		26
Makassar, Indonesia	MSR	127
Makoua, Fr. Equat.		26
Malacca, Malaya	MKJ	26
Malaga, Spain	MKZ	156
Malakal, Anglo-Egyptian Sudan	MAK	126
Malaysia, Turkey	MLX	220
Malaybalay, Philippine Islands	MBV	241
Malmo, Sweden	MMA	182
Malone, N. Y.	MAL	197
Malta, Med. Sea	MIA	89
Mambone, Mozambique	MBM	33A-60-74-125
Managua, Nicaragua	MGA	106
Manakara, Madag.	WVK	133-144-145-179-222-239
Mananjary, Madag.	MNJ	26
Manaos, Brazil	MAO	26
Manchester, England	MAN	162A-181-202-2-26-60-62-125-133-194-221
Manchester, N. H.	MHT	168
Mandaguari, Brazil	MGJ	190-247
Mandalay, Burma	MDL	243
Mandora, Australia	MQA	154

City	Code	Airlines (See Key)
Manhattan-Fort Riley-Junction City, Kan.	MIK	99
Manicore, Brazil	MIK	181
Manila, Philippine Is.	MNL	26-72-79A-127-188-171-179-182-187
Manitowoc, Wis.	MTW	167
Manizales, Colombia	MZL	43
Manja, Madag.	MJA	26
Mankato, Minn.	MKT	261
Mankoya, Northern Rhodesia	MNK	74
Manono, Belgian Congo	MNO	194
Mansfield, Ohio	MPD	134
Manta, Ecuador	MEC	180
Manus, Manus Island	MAS	187
Manzanillo, Cuba	MZO	90
Mar Del Plata, Argentina	MDQ	8
Maraba, Brazil	MAB	112A-202
Maracaibo, Venezuela	MAR	20-133-143-179-222
Marcala, Honduras	MRJ	200
Maradi, Fr. Equat.	MPQ	26
Marble Bar, Australia	MBB	32
Marfa-Alpine, Tex.	MRP	230
Marianna, Fla.	MAI	163
Marichamn, Finland	MHQ	4
Marietta, Ohio	PKB	39-41-183
Marilia, Brazil	MRL	247
Marinette, Wis.	MNM	167
Maringa, Brazil	MGP	190-247
Marion, Ohio	MNN	134
Mariguila, Colombia	MCU	49
Maroua, Cameroun	MVR	26-242
Marquette, Mich.	MQT	167
Marrakech, Fr. Morocco	RAK	23A-28A
Marseille, France	MRS	22-23-23A-26-28A-48A-239H-240-242
Marshall, Tex.	ASL	230
Martha's Vineyard, Mass.	MYV	168
Martinsopol, Brazil	MPS	190
Maryborough, Australia	MRH	189A-227
Marysville, Calif.	MYV	219
Maubate, Philippine Islands	MBT	182
Mason City, Iowa	MCW	86
Massena, N. Y.	MSS	80
Matadi, Belgian Congo	MAT	194
Matamoros, Mex.	MAM	56-110-179
Matl, Philippine Is.	MXI	182
Maturin, Venezuela	MUN	20-143-222
Maues, Brazil	MRZ	181
Mauli-Kahului, Hawaii	OGG	123-229
Mauli-Hana, Hawaii	OGG	123
Mauritius, Ind. Ocean	MRU	26-187
Mauere, Indonesia	MOP	127
Mayaguez, Puerto Rico	MAZ	71
Mayaguez, Cuba	WIG	90
Mayo, Yuk. Terr.	YMA	69
Mayumba, Fr. Equat.		26
Mazatlan, Mex.	MZT	10-94
Mbeva, Tanzania	MBI	74-108
McAlester, Okla.	MLC	75
McAllen-Edinburg, Tex.	MMK	220
McCall, Ida.	MYL	240
McCarthy, Alaska	MYX	101
MacDonald Downs, Australia	MNW	68
McGrath, Alaska	MCG	35-169
McKinley, Alaska	MPK	169
McMurray, Alta.	YMM	68
McPherson, Mack.	YMP	69
Mecca, Saudi Arabia	ECA	1-27R-45-114-161-196-220
Medan, Indonesia	MES	127-165
Medellin, Colombia	MDP	49-179-244A
Medford, Ore.	MFR	219-244-249
Medfra, Alaska	MFR	169
Medicine Hat, Alta.	YXH	228
Meekatharra, Australia	MKR	82
Meknes, Fr. Morocco	MPX	23A-28A
Mekoryuk, Alaska	MYU	169
Melbourne, Australia	MEL	43-48-187-223-227
Melbourne, Fla.	MLB	110
Melilla, Span. Morocco	MLN	126
Memphis, Tenn.	MEM	41-56-70-105-110-218-230
Menado, Celebes, Indo.	MDC	127
Mendoza, Argentina	MDZ	8-147
Menominee, Mich.	MNM	161
Merauke, New Guinea	MKG	133
Merced, Calif.	MCE	244
Mergui, Burma	MGZ	243
Merida, Mex.	MID	94-179
Merida, Venezuela	MRD	20-143
Meridian, Miss.	MEI	105
Merowe, Anglo-Egyptian Sudan	MWE	220

City	Code	Airlines (See Key)
Mesched, Iran	MHD	129
Mexicali, Mex.	MXL	94
Mexico City, Mex.	MEX	6-10-13-26-41-69-90-133-144-179-228-232
Miami, Fla.	MIA	13-49-51-62-66-57-63-90-92-103-110-133-143-141-163-179-192-193-201
Miandrivazo, Madag.	ZVA	26
Middletown Island, Alaska	MDO	101
Midland, Mich.	MAF	70
Midland, Tex.	MAF	41-99-184
Milan, Italy	MIL	26-38-60-133-150-194-221-231
Mildurra, Australia	MGL	48-122
Miller City, Mont.	MLS	119
Milgarra, Australia	MOC	227
Millinocket, Me.	MLT	168
Milwaukee, Wis.	MKE	41-70-118-167-171-174-244
Ministitan, Mex.	MTT	94
Minchumina, Alaska	LAM	169
Mineral Wells, Tex.	MWL	90
Minneapolis-St. Paul, Minn.	MSP	57-70-167-171-251
Minot, N. D.	MOT	86
Minsk, U. S. S. R.	MSQ	79
Miranda, Australia	MNA	48
Mirror, Finland, Australia	MNF	98
Misawa, Japan	MSJ	130A
Miskolc, Hungary	MCQ	188A
Missoula, Mont.	MSO	171
Mitchell, Australia	MTQ	56
Mitchell River, Australia	MXQ	48
Mitchell, S. D.	MHE	56
Mitrie, Fr. Equat.		26
Mozambique, Belg. Congo	MZC	26
Moanda, Belg. Congo	MNB	194
Mobile, Ala.	MOB	70-110-168-218
Mocimbo de Praia, Mozambique	MZR	106
Modesto, Calif.	MOD	244
Moene Harbour, New Guinea	MEW	187
Mogadishu, Italian Somaliland	MGO	1-38
Moheli, Is. Comores	NWA	26
Moisalla, Fr. Equat.		26
Molde, Norway	MOJ	26
Moline, Ill.	MLE	250A
Mollina, Peru	MTJ	56-244
Mollenda, Hawaii	MIQ	91
Molokai-Hoolehua, Hawaii	MKK	123-229
Mombasa, Kenya	MBA	108
Mombo, Tanzania	MRN	108
Mompota, Colombia	MMP	49
Moncton, New Brunswick	YQM	157-168-229
Monro, Fr. Equat.		26
Monrovia, Liberia	MVO	74
Monte Alegre, Brazil	MNR	74
Monte Carmelo, Brazil	ONR	165-218
Monte Caseros, Argentina	MTU	24-179
Monte Carlos, Brazil	MTE	181-202
Monte Carmelo, Brazil	MOO	237
Monte Caseros, Argentina	MCS	8
Monte Carlo, Brazil	MOC	237
Montego Bay, Jamaica		49-62-63-105-179-228
Brit. West Indies	MRJ	49
Montellano, Colombia	MTB	49
Monterey, Calif.	MRY	219
Monterrey, Colombia	MOY	49
Monteria, Colombia	MTR	40
Monterrey, Mex.	MTY	6-10-41-94-133
Montevideo, Uruguay	MVD	8-26-38-57-88-113-126-133-141-179-181-186-190-197
Monte Vista, Colo.	MVB	119
Montgomery, Ala.	MGM	105-110
Monto, Australia	MNO	189A
Montpellier, France	MPL	28
Montpelier, Vt.	MPV	168
Montreal, Quebec, Canada	YML	26-62-69-80-133-168-228
Montrose, Colo.	MTJ	119
Moore Jaw, Sank.	YMJ	69
Morafenobe, Madag.	TVA	26
Morshand City, N. C.	MRH	184
Morelia, Mex.	MLM	10
Morgantown, W. Va.	MGW	70
Morogoro, Tanganyika	MGT	108
Morombe, Madag.	MXM	26
Morondava, Madag.	MOQ	26
Moroni, Grande Comore	YVA	26
Morrinhos, Brazil	MRR	237

City	Code	Airlines (See Key)	City	Code	Airlines (See Key)	City	Code	Airlines (See Key)
Moscow, U. S. S. R.	MOW	79	New York, N. Y.	LGA	8-26-89-41-49-62- 80-110-111-118- 126-183-143-160- 162-163-163-165- 168-171-179-192- 198-194-197-205- 231-238-231-244	Paducah, Ky.	PUK	108-174
Moses Lake, Wash.	EPH	249	LaGuardia Airport			Pacific French Equat.	PLF	26-242
Moscow Point, Alaska	MOS	85				Palimbang, Sumatra	PLM	127-156
Moshi, Tanganyika	MSI	108				Palermo, Sicily	PMO	160
Mossamedes, Angola	MSZ	107				Palma Majora, Bal. Is. (Sp)	PMI	23-26-48A- 60-126
Mossoro, Brazil	MSD	112A-181-202				Palmarito, Venezuela	PMT	143
Mosul, Iraq	OSM	139				Palmerston N. N. Z.	PMR	166
Moultrie, Fr. Equat.	MJL	26-242	N'Gacounde, Cameroon	NGE	26-242	Palm Springs, Calif.	PSP	251
Moultrie, Ga.	MGR	219	Nha-Trang, Indo-China	NHA	81A	Panama City, Fla.	PFN	168
Moundou, Fr. Equat.	MQQ	26-242	Niagara Falls, N. Y.	GFB	89-41-70-162	Panama City, Panama	PTY	13-49-56-96-133- 143-144-179-180- 222-244A
Mt. Cavengh, Australia	MKV	98	Niamey, Fr. West Africa	NIM	26	Pangkajene, Indo.	PGK	127
Mt. Doreen, Australia	MEE	98	Nice, France	NCE	23A-26-28A-38- 60-133-160-179- 197-221-240-242	Pantelleria, Italy	PNL	150
Mt. Gambier, Australia	MGB	48	Nicholson, Australia	NLS	98-164	Papete, Fr. Oceania	PPT	228
Mt. House, Australia	MHO	154	Nicosia, Cyprus	NCY	27B-60-70A- 111-169-224-241	Paramaribo, Surinam	PBM	26-133-179
Mt. Isa, Australia	ISA	98-227	Nicoya, Costa Rica	NCT	144	Paranaval, Brazil	PVI	190-202
Mt. Magnet, Australia	MMG	32	Nikolai, Alaska	NKI	169	Parana, Argentina	PRA	8
Mt. Swan, Australia	MSF	98	Nimringarra, Australia	NMN	154	Pardoo, Australia	PRD	154
Mountain Village, Alaska	MOU	25-169	Ninilchik, Alaska	NIN	175	Parintina, Brazil	PIN	181
Moussoro, Fr. Equat.	MYR	26	Nioko, Belgian Congo	NIO	194	Paris, France	PAR	2-4-8-22-23-23A- 26-27-28A-38- 48A-60-111-125- 126-132-133-150- 179-181-185-194- 197-221-224-228- 231-239-239B-242
Mozambique, Mozambique	MZQ	106-108	Nogales, Ariz.	NOG	10	Paris, Tex.	PRX	75
Mpanda, Tanganyika	MPD	108	Nogales, Mex.	NOG	10	Parkersburg, W. Va.	PKB	89-41
Mtware, Tanganyika	MYW	108	Nome, Alaska	OME	85-179-253	Parkes, Australia	PKE	65
Mucan, Australia	MUQ	154	Nondalton, Alaska	NNN	169	Parnaba, Brazil	PHB	57-112A-181-202
Mukalla, Hadramant	MKH	1	Noonkanbah, Australia	NKB	154	Parra, Mex.	PAL	10
Mulhous, France	MUH	23-26	Norfolk Is., Norfolk Pacific	NLK	166-187	Parrita, Costa Rica	PTA	144
Muliy, Australia	MVI	154	Norfolk, Neb.	ORF	56	Pasco, Wash.	PSC	249
Munich, Germany	MUC	26-60-107A-132- 138-150-179-194- 197-221	Norfolk, Va.	ORF	70-168-185	Paso Los Libres, Argentina	AOL	8
Muscle Shoals, Ala.	MSL	110	Norman, Australia	NTN	48-227	Passe Fundo, Brazil	PFB	113-202-210
Muskogee, Mich.	MEG	70	Norman Wells, N. W. T.	YVQ	69	Pasos, Brazil	PZZ	190-237
Muskogee, Okla.	MEK	86-75	Norseman, Australia	NSM	82	Patna, India	PAT	27
Musoma, Tanganyika	MUZ	108	North Battleford, Sask.	YQW	69	Patos, Brazil	PTQ	237
Mutarara, Mozambique	MUW	108	North Bay, Ontario, Canada	YYR	228	Patrocinio, Brazil	PCX	237
Mwanza, Tanganyika	MWZ	108	North Bend, Ore.	OTH	249	Pau, France	PUP	26
Myrondah, Australia	MYO	184	North East Cape, Alaska	ORC	25	Paulo Alfonso, Brazil	PAV	112A-190
Myrtle Beach, S. C.	MYR	182	North Platte, Neb.	LBK	244	Pawtucket, R. I.	SPZ	168
Mytilene, Greece	MJT	224	Noel-Bé, Madag.	NOB	26	Paxon, Alaska	PAX	101
Mzimba, Nyas	MZY	74	Nonnen, North Caledonia	NOU	26-187	Pas de Airporo, Colombia	PZA	49
	N		Nova Lishoa, Angola	NOV	107	Peace River, Alta.	YPE	69
Nachikgwa, Tangier	NCH	108	Novo Redondo, Angola	NDD	107	Pecos, Tex.	PEQ	230
Naga, Philippines Is.	NPI	182	Nuevo Casas Grandes, Mex.	NCG	10	Pedra Azul, Brazil	PDA	237
Nagoya, Japan	NGO	130A	Nueva Girona, Cuba	NVG	17	Pedro Afonso, Brazil	PAB	57
Nagpur, India	NAG	87	Nuevo Laredo, Mex.	NLD	54-94	Pedro Bay, Alaska	PED	169
Nairobi, Kenya	NBO	1-26-27-28A-62- 74-108-111-114- 125-194-197-216	Nueva Ocotepaque, Honduras	NVO	200	Peixe, Brazil	PXE	202
Naknek-King Salmon, Alaska	AKN	58-169-175	Nulato, Alaska	NUL	85-169	Peking (Peipang), China	PEP	79
Nandi, Fiji Islands	NAN	60-116A-179- 187-228	Nullagine, Australia	NLL	82	Pelican, Alaska	PEC	86
Nantes, France	NTE	26	Nunachuk, Alaska	NUA	149	Pelotas, Brazil	PET	113-202-210
Nantucket, Mass.	ACK	168	Nunapitchuk, Alaska	NUP	169	Pemba Is., Zanzibar	PMA	108
Napamute, Alaska	NPM	169	Nuremberg, Germany	NUE	26-133-194-197	Penang, Straits Settlement	PEN	156-204-243
Napier, N. Z.	NPE	166	Nutwood Downs, Australia	NTD	98	Pendleton, Ore.	PDT	244-249
Naples, Italy	NAP	60-150-194	Nyas, Alaska	NYA	169	Penedo, Brazil	PNW	113
Napperby, Australia	NPP	98	Nyngan, Australia	NYN	65	Pensacola, Fla.	PNS	110-168
Narrandera, Australia	NRA	48-65	N'Zerekore, French West Africa	NZE	26-242	Penticton, British Columbia	YPP	69
Nashville, Tenn.	BNA	41-110				Pensance, England	PZE	60
Nassau, Bahamas Is.	NAS	51-62-156-179- 192-228				Peoria, Ill.	PIA	41-174-231
Natal, Brazil	NAT	8-87-112A-113- 126-152A-181-202				Pereira, Colombia	PEI	49
Natchez, Miss.	NTZ	218	Oakey, Australia	OKY	189A-227	Perpignan, France	PGF	28-28A-28A
Natividade, Brazil	NAV	202	Oakland, Calif.	OAK	41-110-205-210- 231-244-251	Perth, Australia	PER	82-48-154-187-227
Navajon, Mex.	NAVJ	10	Oaxaca, Mex.	OAX	94	Peshawar, Pakistan	PEW	173
Ndola, No. Rhodesia	NDO	83A-74-125-194	Obidos, Brazil	OBI	181	Petersburg, Alaska	PTN	86-112
Nedra, Colombia	NVA	49	Ocala, Fla.	OAL	110	Petrokey, Mich.	PTK	70
Nellie Juan, Alaska	NEU	101	Ogden, Utah	OGD	244-251	Philadelphia, Pa.	PHL	89-41-70-80-110- 118-163-179-192- 205-231-244
Nelson, N. Z.	NSW	168	Ohogamute, Alaska	OHO	169	Phillippeville, Algeria	PPL	23-26-240
Nenana, Alaska	ENN	35-169	Ohrd, Yugoslavia	OHD	182	Phoenix, Ariz.	PHX	41-54-119-231
Neuquen, Argentina	NGN	8	Okinawa, Ryuku Is.	OKA	79A-130A-171-182	Plamut, Alaska	PMU	85-169
Newark, N. J.	EWK	89-41-110-113- 162-163-165-205- 231-244	Oklahoma City, Okla.	OKC	41-56-75-99	Planos, Brazil	PIJ	202
New Bedford, Mass.	EWB	168	Olanchito, Honduras	OAN	200	Pickle Lake, Ontario, Canada	YPL	76
New Bern, N. C.	EWB	163-188	Olbia, Italy	OLB	150	Pierre, S. D.	PIR	251
Newcastle, Australia	NTI	227	Olympia, Wash.	OLM	249	Pillar Bay, Alaska	PRY	86
Newcastle, England	NCL	60-125	Omaha, Neb.	OMA	66-244	Pilot Point, Alaska	PIP	58-169
New Glasgow, Nova Scotia	MNG	157	Ontario, Calif.	ONT	251	Pilot Station, Alaska	POJ	85-169
New Haven, Conn.	NHV	41-110	Ontario, Ore.	ONO	249	Pine Bluff, Ark.	PBF	230
New Iberia, Conn.	LFT	110	Ophir, Alaska	OPH	35-169	Piraja, Brazil	PJU	202
New London, Conn.	GON	168	Oran, Algiers	ORN	23-23A-26- 28A-48A	Pirapora, Brazil	PPR	237
New Orleans, La.	MSY	86-70-105-110- 163-179-218-222	Orange, Mass.	ORE	168	Piren do Rio, Brazil	PDY	202-237
New Philadelphia	PHD		Orlando, Fla.	ORL	110-163	Pisa, Italy	PSA	150
New Plymouth, N. Z.	NPI	166	Oruro, Bolivia	ORU	151-180	Pittsburgh, Pa., Alle- gheny County Airport	AGC	89-70-110-134- 171-205-231
Newport News, Va.	NNW	70-183	Osaka, Japan	OSA	130A	Pittsburgh, Pa. Greater Pittsburgh Airport	PIT	89-70-110-134- 171-205-231
Newry, Australia	NRY	98	Oshkosh, Wis.	OSH	167	Pittsfield, Mass.	PSF	162-168
New York, N. Y. (Idlewild)	IDL	8-26-39-41-49-62- 80-110-111-118- 126-133-143-160- 162-163-163-165- 168-171-179-192- 198-194-197-205- 231-238-231-244	Osl, Norway	OSL	55-60-125-133- 179-194-197	Plum, Brazil	PUV	237
			Ottawa, Ontario, Canada	YOW	80-228	Pura, Peru	PIU	91
			Ottumwa, Iowa	OTM	88	Plainview, Tex.	PVW	99
			Owatonna, Minn.	OWA	58	Planeta Rica, Colombia	PLC	49
			Oxnard, Calif.	QXE	219	Platinum, Alaska	PTU	85-169
						Plato, Colombia	PLT	49

City	Code	Airlines (See Key)	City	Code	Airlines (See Key)	City	Code	Airlines (See Key)
Plattsburgh, N. Y.	PLB	80	Providence, R. I.	PVD	41-110-118-185- 205-244	Rockford, Ill.	RFD	86-174
Pnom-Penh.					91	Rockhampton, Australia	ROK	48-187-189A-227
Indo-China	PNH	21A-204	Pucallpa, Peru	PCL		Rockhampton D., Australia	RDA	95
Pocatello, Ida.	PIH	249-251	Pueblo, Colo.	PUB	99-119	Rockland, Me.	RKD	168
Pocos de Caldas, Brazil	PCS	181-237	Puerto Cabezas, Nicaragua	PUZ	145	Rock Sound, Bahama Is.	RSD	81
Point Baker, Alaska	PYR	86	Puerto Cabello, Cara- bobo, Venezuela	PBL	20-221A	Rock Springs, Wyo.	RKS	119
Pointe a Pitre, Guadaloupe	PTO	26-65-133-179	Puerto Cortez, Honduras	PUE	200	Rocky Mount, N. C.	RMT	76
Pointe Noire, French East Africa	PNR	26-107-242	Puerto Desado, Argentina	PUD	8	Roebourne, Australia	RBU	82-164
Ponce City, Oklahoma	PNC	75	Puerto Leguizamó, Col.	LGM	49	Roma, Australia	RMA	227
Ponce, Puerto Rico	PSE	71	Puerto Ordaz, Venezuela	PZO	20-143	Rome, Ga.	RMG	110
Ponta Grossa, Brazil	PGZ	190-202	Puerto Plata, Dom. Rep.	PRP	92	Rome, Italy	ROM	8-26-27-38-60-62- 111-124-133-143- 150-179-181-187- 194-197-216-221- 224-231-240
Ponta Pora, Brazil	PMG	190-237	Puerto Princess, Phil. Is.	PPS	182	Ronne, Denmark	RNN	197
Pontianak, Borneo	PNK	127	Puerto Suarez, Bolivia	PSZ	180	Roper Bar, Australia	RPB	98
Poola, England	PLE	2-8-26-27-33A- 38-60-62-74-107A- 111-126-126-133- 143-179-181-187- 194-197-216-221- 224-228-231-239	Pule, Yugoslavia	PUY	132	Roper R. Mission, Australia	RPM	98
Poono, India	PNO	27	Pullman, Wash.	PUW	249	Roper Valley, Australia	RPV	98
Poorman, Alaska	POO	169	Punta Arenas, Chile	PUQ	8-141 132A-171	Rosario, Argentina	ROS	8
Popayan, Colombia	PPN	49	Pusan, Korea	PUS	8-141 132A-171	Rosario, Brazil	RRR	118
Porbander, India	PBD	27				Roseburg, Ore.	RBG	249
Porcatau, Brazil	PCW	190-202				Roswell, N. M.	ROW	99
Porlamar, Venezuela	PMV	20-143-242				Rotorua, N. Z.	ROT	186
Porquils, Ontario, Canada	YQJ	228				Rotterdam, The Netherlands	RTM	194
Port Alexander, Alaska	POX	38-112	Quari, Brazil	UAR	113	Rottneft Is., Australia	RTS	93
Port Angeles, Washington	CLM	249	Quebec, Quebec, Canada	XQB	69	Rouyn-Noranda, Quebec, Canada	YUY	60
Port Armstrong, Alaska	PTM	86	Quesnel, British Columbia	YQZ	69	Roxas, Phil. Islands	RXS	182
Port au Prince, Haiti	PAP	90-101A-105- 133-179-192	Queimane, Mazam. Que Que, So. Rhodesia	UEL	106	Roy Hill, Australia	RHL	82
Port Conclusion, Alaska	PXU	86	Quibdo, Colombia	UIB	74	Ruby, Alaska	RBY	169
Port Elizabeth, So. Africa	PLZ	216	Quilpie, Australia	UIP	43	Russianahque, Bolivia	RBQ	161
Port Etienne, Mauri- tania, French	PTE	26	Quincy, Ill.	UIN	56-174-231	Russian Mission, Alaska	RSH	86-169
West Africa	POG	26-242	Quinhagak, Alaska	UNH	35-169	Rutland Plains, Australia	RTP	48
Port Gentil, Angola	PHC	248	Quito, Ecuador	UIO	49-180	Rutland, Vt.	RUT	80-188
Port Harcourt, Nigeria	PHC	248						
Port Hardy, British Columbia	YZT	69	Rabat, French Morocco	RBA	23A-26-28A			
Port Hedland, Australia	PHE	82-154	Rabaul, New Guinea	RAB	156A-187			
Port Heiden, Alaska	PTH	169-191	Rajcot, India	RAJ	27	Sacramento, Calif	SAC	219-244
Portland, Me.	PWM	168-208	Raleigh, N. C.	RDU	70-110-188	Safford, Ariz.	SAD	119
Portland, Ore.	PDX	85-118-171-175- 179-244-249-251	Ranao, North Borneo	RNU	158	Saginaw Bay, Alaska	SWB	86
Port Lincoln, Australia	PLO	122	Rancharia, Brazil	RRA	190	Saginaw-Bay City- Mich.	SGW	70
Port Moresby, New Guinea	POM	119A-156A-187	Rangoon, Burma	RGN	27-62-123-178- 179-197-204-243	Saguenay, Quebec, Canada	YSH	60
Porto Alegre, Brazil	POA	8-57-113-179- 181-186-190-202- 210-231A-247	Rapid City, S. D.	RAP	251	Salmon, Fr. Indo-China	SGN	22-26-31A-62- 72-179-204-239H
Porto Alexandre, Angola	PLX	107	Rawalpindi, Pakistan	RWP	173	St. Cloud, Minn.	STC	167
Porto Amboln, Angola	PBM	107	Rawlins, Wyo.	RWL	119	St. Croix, Virgin Is.	STX	71-179
Porto Amelia, Mozambique	POL	106	Reading, Pa.	RDG	70-80-231	St. George, Australia	SGO	65-189A
Porto Nacional, Brazil	PNB	57-202	Recife, Brazil	REC	88-67-112A-113- 133-152A-181-190- 197-202-221-237	St. George, Grenada, BWI	GND	61-63
Porto Velho, Brazil	PVH	181-202	Red Bluff, Calif.	RRF	219	St. John, New Brunswick	YSJ	157-228
Port of Spain, Trinidad, BWI	POS	8-26-57-61- 62-63-133- 143-179-228	Redding, Calif.	RDD	219	St. John, Antigua	SJH	26-63-179
Port Pirri, Australia	PPI	122	Red Lake, Ontario, Canada	YRL	74	St. John, N.Y.	YJT	157-228
Port Sudan, Sudan	PZU	1-102A-114-161- 196-220	Reelna, Sask.	YQR	69-228	Newfoundland	STJ	66
Port Walter, Alaska	PWR	86	Roboth Beach, Del.	REF	80	St. Joseph, Mo.	SKE	63-133
Porznan, Poland	POZ	145	Remanso, Brazil	RBO	237	St. Kitts, B. W. I.	STL	41-56-105-110- 174-205-231
Posadas, Argentina	PSS	8	Remark, Australia	RMK	122	St. Lucia, B. W. I.	SLU	61-63
Potosi, Bolivia	POI	181	Reno, Nev.	RNO	54-244	St. Martin, B. W. I.	SLM	26-128
Poughkeepsie, N. Y.	POU	80	Resistencia, Argentina	RES	8	N. W. I.	SLM	26-128
Powell, Wyo.	POY	119	Resolution, N. W. T.	JRE	65	St. Michael, Alaska	SMK	85
Poxoreu, Brazil	PXR	237	Reunion Is., Indian Ocean	RUN	98	St. Paul, Alaska	SNP	191
Prague, Czecho- slovakia	PRG	26-77-79-123- 158A-185-194- 221-222A	Reykjavik, Iceland	REK	117-152	St. Paul, Minn.	MSP	56-70-167-171-251
Prescott, Ariz.	PRC	54-119	Rhineland, Wis.	RHI	167	St. Petersburg- Clearwater, Fla.	PIE	110-228-237
Pres. Prudente, Brazil	PPB	190-247	Rhodes Island, Greece	RHO	224	St. Thomas, Virgin Is.	STT	71-179
Pres. R. Saenz Pena, Argentina	PRQ	8	Ribera, Bolivia	RIB	151	St. Vincent	SVD	61
Presidente Venceslau, Brazil	PWC	190	Ribeirao Preto, Brazil	RAO	190-247	Windward Is.	SLE	244
Presque Isle, Me.	PQI	169	Richmond, Australia	RCM	227	Salem, Ore.	SLE	99
Preston, Cuba	PST	80	Richmond, Ind.	RID	184	Salina, Kan.	SLN	74
Prestrick, Scotland	PIK	62-179-197-228	Richmond, Va.	RIC	41-70-116-163-183	Salina, N.Y.	SNY	244
Pretoria, South Africa	PRY	62-74-106-111- 133-179-187-194- 197-216-242	Rineanna, No. Ireland	RNA	1-133-160-176- 194-221-228-241	Salina, Calif.	SNS	89
Prince Albert, Sask.	YPA	69-195A	Rifeka, Yugoslavia	RIK	202	Salisbury, Md.	SBY	83A-74-106- 108-125
Prince George, British Columbia	YXS	89	Rio Branco, Brazil	RRR	8	Salisbury, So. Rhodesia	SAY	83A-74-106- 108-125
Prince Rupert, British Columbia	YPR	69-112	Rio Cuarto, Argentina	RCU	8	Sal Island, Cape Verde Is.	SID	88-124
Progreso, Honduras	PEO	290	Rio de Janeiro, Brazil	RIO	8-26-38-56-57- 113-126-133- 152A-179-181- 190-197-202-221- 231A-237-247	Salonica, Greece	SKG	182-224
Providence, Mack.	YPV	69	Rio Gallegos, Argen.	RGL	8-141	Salta, Argentina	SLA	8
			Rio Grande, Argentina	RGA	113-202-210	Salt Lake City, Utah	SLC	118-119-244-251
			Rio Grande, Brazil	RGR	49	Salzburg, Austria	SGZ	183-194
			Riohacha, Colombia	RCH	190	Samara, N. Guinea	STW	187
			Rio Preto, Brazil	RPQ	237	Sambava, Madag.	SVB	26
			Rio Verde, Brazil	RIZ	119	San Angelo, Tex.	SJT	99-230
			Riverton, Wyo.	RIW	1	San Antonio, Tex.	SAT	41-56-99-110- 205-230
			Riyon, Aden Prot.	RIY	41-110-183	San Antonio, Venezuela	SVZ	20-143-221A
			Roanoke, Va.	ROA	26-179	San Bernardino, Calif.	SBT	251
			Robertfield, Liberia	ROB	20-143-221A	San Borja, Bolivia	SRJ	151
			Robleito, Venezuela	ROZ	180-202	Sandakan, Br. North Borneo	SDK	72-165
			Robore, Bolivia	RBO	66-171-231			
			Rochester, Minn.	RST	41-70-118-162			
			Rochester, N. Y.	ROC				

City			Airlines (See Key)			City			Airlines (See Key)			City			Airlines (See Key)		
Tocopilla, Chile	TOQ				141	Valdivia, Chile	ZAL			141		West Palm Beach, Fla.	PBI			17-110-155-163	
Tocumen, Panama	TUM	13-49-56-96-132-143-144-179-180-222-244A				Val d'Or, Quebec, Canada	YVO			69		Westport, New Zealand	WSZ			160	
Togiak, Alaska	TOG	58-169				Valdosta, Ga.	VLD			163-218		Wewak, New Guinea	WWK			119A-187	
Tokyo, Japan	TYO	26-27-60-69-79A-130A-132A-133-171-179-182-187-197-204				Valencia, Spain	VLG			23A-28A-126		Whangarei, New Zealand	WRE			166	
Toledo, Ohio	TOL	70-105-118-205-231-244				Valencia, Venezuela	VLN			143		Wheeling, W. Va.	HLG			39-70-231	
Tonga Islands, So. Pacific	TBU					Valera, Venezuela	VLV			20-143-221A		Whitehorse, Y. T.	YXY			69-170	
Tonopah, Nev.	TPH					Valetta, Malta	VLT			33A-60-74-125		White Mountain, Alaska	WMO			86	
Tonsberg, Norway	TNS					Valle, Pasqua, Venezuela	VDP			20-143-221A		White Plains, N. Y.	HPN			41	
Toonaenah, Australia	TOR					Vallegrande, Bolivia	VAL			151		Whitler, Alaska	WTR			101	
Topeka, Kan.	TOP	99-231				Vallenar, Chile	VAL			141		Whyalla, Australia	WYA			122	
Toronto, Ontario, Can.	YTO	41-69-228				Vancouver, British Columbia	YVR			69-187-228-244		Wichita, Kans.	ICT			56-75-99-174-231	
Tororo, Uganda, Africa	TOW					Vanhook, Australia	VNR			238		Wichita Falls, Tex.	SFS			86-6	
Torreón, Mex.	TRC					Van, Turkey	VAN			241		Wick, Scotland	WIC				
Toto, Angola	TTO					Varadero, Cuba	VRA			90		Wilkes-Barre, Pa.	AVP			39-41-80-231	
Tougourt, Algeria	TGR					Varginha, Brazil	VGT			57-190-237		Williamsport, Pa.	IPT			39-70-231	
Toulouse, France	TLS	23-23A-26-28A				Vatamandry, Madag.	VAT			26		Wilmington, Del.	ILG			39-41-110-203	
Tourane, Indo-China	TOU					Vella Le Vella, S. Is.	VEV			187		Wilmington, N. C.	IMN			168-185	
Townsville, Australia	TSV	43-48-227				Venice, Italy	VCE			160		Wiluna, Australia	WUN			82	
Trapani, Sicily	TPS					Venecus, Mex.	VER			17-94		Windhoek, S. W. Africa	WOH			216	
Traverse City, Mich.	TVC					Vernal, Utah	VEL			119		Windsor, Ontario, Canada	YQG			228	
Trelew, Argentina	REL					Vero Beach, Fla.	VRB			110		Winipeg, Man.	YWG			69-76-171-223	
Trengganu, Malaya	TGG					Vicksburg, Miss.	VKS			215		Winona, Minn.	ONA			167	
Tres Esquinas, Colombia	TOS					Victoria, British Columbia	YVI			228		Winslow, Ariz.	INW			119	
Tres Lagoas, Brazil	TLG	181-237				Victoria, Chile	ZIC			110		Winston-Salem, N. C.	INT			70-110-183	
Trichinopoly, India	TRZ	24-27				Viet de las Tunas, Cuba	VTU			90		Winton, Australia	WIN			22	
Trieste, Italy	TRS					Victoria Falls, So. Rhodesia	VFA			26-62-74-216		Wittenoom Gorge, Australia	WIT			37	
Trinidad, Bolivia	TDD					Victoria R. Downs, Australia	VCD			98-154		Woodchopper, Alaska	WOO			169-253	
Trinidad, Colo.	TAD					Victoria, Tex.	AOE			230		Woodgreen, Australia	WOG			90	
Trinidad, Cuba	TND					Victoria We, So. Africa	VCW			216		Woodward, Okla.	WWR			70	
Tripoli, Libya	TIP	26-38-60-62-102A-161-194-240-242				Vigan, Phil. Islands	VGN			182		Worcester, Mass.	ORH			162-168	
Trivandrum, India	TRV					Vienna, Austria	VIE			26-60-77-70-111-135-150-179-194-197-221		Worldway, Wyo.	WRL			117	
Tromsø, Norway	TOS					Vientiane, Indo-China	VTE			81A		Wrangell, Alaska	WRG			86-116	
Trondheim, Norway	TRD	55-197-250A				Villa Batista, Brazil	VBT			181		Wreigler, Mack.	YWY			17	
Trujillo, Honduras	TJI					Vila, New Hebrides	VLI			187		Wroclaw, Poland	WRO			18	
Trujillo, Peru	TRU	91				Villaciencia, Colombia	VVC			49		Wyndham, Australia	WYN			98-15	
Tsaratranania, Madag.	TTS					Villa Cisneros, Rio de Oro	VIL			126		Wynyard, Australia	WNY			48-22	
Tshikapa, Belg. Congo	TSH	194				Villa Dolores, Argentina	VDR			8		Xapuri, Brazil	XAY			20	
Tuburao, Brazil	TUB	113-202-231A				Villshermosa, Mex.	VSA			94		Xique Xique, Brazil	XIQ			23	
Tucson, Ariz.	TUO	41-119				Vilo Luso, Angola	VLS			107							
Tucuman, Argentina	TUC					Virac, Phil. Islands	VRG			182							
Tuguegarao, Phil. Is.	TUG	182				Vianella, Calif.	VTS			244							
Tulear, Madag.	TLE	26				Visby, Sweden	VBY			197							
Tulsa, Okla.	TUL	41-56-75-99				Vitoria, Brazil	VIX			57-113-152A-181-190-202-237		Yacuibá, Bolivia	YAC			15	
Tuluca, Colombia	ULC					Vizagapatam, India	VIZ			27		Yakutat, Alaska	YAK			10	
Tuluksak, Alaska	TLK	169				Vohammar, Madag.	VOH			26		Yakima, Wash.	YKM			171-24	
Tumaco, Colombia	TCO	49				Votuporanga, Brazil	VOT			190		Yakutat, Alaska	YAK			17	
Tumeremo, Venezuela	TMO	143										Yalgoo, Australia	YLG			8	
Tunis, Tunisia	TUN	22-26-150-161-194-231-240										Yandina, Br. Solomon Is.	YND			18	
Tunusak, Alaska	TNK	169										Yaounde, Camaroon	YAO			26-24	
Tupa, Brazil	TPQ	190-247										Yarmouth, Nova Scotia	XQI			22	
Tupelo, Miss.	TUP	218										Yellowknife, Mack.	YZF			4	
Turin, Italy	TRN	38-150										Ynnetiara, Australia	YNN			24	
Turkey Creek, Australia	TKY	98-154										Yola, Nigeria	YOL			24	
Turku, Finland	TKU	4										Yorkton, Sask.	YQV			23	
Tuscaloosa, Ala.	TCL	218										Youngstown-Warren, Ohio	YNG			70-134-2	
Tuxpan, Mex.	TUX	94										Yreka, Calif.	SIY			21	
Tuxtla Gutierrez, Mex.	TGZ											Yuegendu, Australia	YUE			8	
Twin Falls, Ida.	TWF	244-219										Yule Island, New Guinea	YLE			18	
Tyee, Alaska	TEE	86										Yuma, Ariz.	YUM			8	
Tyler, Tex.	TYR	105-230										Yurimaguas, Peru	YMS			8	
U																	
Uaupes, S. G., Brazil	UUP	191															
Uberaba, Brazil	UBA	57-237-247															
Uberlandia, Brazil	UDI	57-237-247															
Ugashik, Alaska	UGA	58-169															
Ukiah, Calif.	UKI	219															
Umnak, Alaska	UMB	191															
Umtali, So. Rhodesia	UTA	74															
Unalakleet, Alaska	UNK	86															
Unalakleet, Alaska	UNK	86															
Union da Vitoria, Brazil	UNI	113-190-202															
Upton, So. Africa	UTN	216															
Upolo Point, Hawaii	UPP	123-229															
Upper Liveringa, Australia	UPL	154															
Urambo, Tanganyika	UBO	108															
Urfa, Turkey	URF	241															
Uribia, Colombia	URI	49															
Uruapan, Mex.	UPN	10															
Uruguaiana, Brazil	URG	113-190															
Ushuaia, Argentina	USH	8															
Usumbura, Belgian Congo	USM	194															
Utica, N. Y.	UCA	162															
V																	
Vaasa, Finland	VAA	4															
Vafso, Norway	VDO	197															
Valdez, Alaska	VDZ	101															
Valdivia, Chile	ZAL					Valdosta, Ga.	VLD			163-218		West Palm Beach, Fla.	PBI			17-110-155-163	
Val d'Or, Quebec, Canada	YVO					Valencia, Spain	VLG			23A-28A-126		Westport, New Zealand	WSZ			160	
Valdosta, Ga.	VLD					Valencia, Venezuela	VLN			143		Wewak, New Guinea	WWK			119A-187	
Valencia, Spain	VLG					Valera, Venezuela	VLV			20-143-221A		Whangarei, New Zealand	WRE			166	
Valencia, Venezuela	VLN					Valetta, Malta	VLT			33A-60-74-125		Wheeling, W. Va.	HLG			39-70-231	
Valera, Venezuela	VLV					Valle, Pasqua, Venezuela	VDP			20-143-221A		Whitehorse, Y. T.	YXY			69-170	
Valetta, Malta	VLT					Vallenar, Chile	VAL			151		White Mountain, Alaska	WMO			86	
Valle, Pasqua, Venezuela	VDP					Vancouver, British Columbia	YVR			69-187-228-244		White Plains, N. Y.	HPN			41	
Vallenar, Chile	VAL					Vanhook, Australia	VNR			238		Whitler, Alaska	WTR			101	
Vallenar, Chile	VAL					Van, Turkey	VAN			241		Whyalla, Australia	WYA			122	
Vancouver, British Columbia	YVR					Varadero, Cuba	VRA			90		Wichita, Kans.	ICT			56-75-99-174-231	
British Columbia	YVR					Varginha, Brazil	VGT			57-190-237		Wichita Falls, Tex.	SFS			86-6	
Vanhook, Australia	VNR					Vatamandry, Madag.	VAT			26		Wick, Scotland	WIC				
Van, Turkey	VAN					Vella Le Vella, S. Is.	VEV			187		Wilkes-Barre, Pa.	AVP			39-41-80-231	
Varadero, Cuba	VRA					Venice, Italy	VCE			160		Williamsport, Pa.	IPT			39-70-231	
Varginha, Brazil	VGT					Venecus, Mex.	VER			17-94		Wilmington, Del.	ILG			39-41-110-203	
Vatamandry, Madag.	VAT					Vernal, Utah	VEL			119		Wilmington, N. C.	IMN			168-185	
Vella Le Vella, S. Is.	VEV					Vero Beach, Fla.	VRB			110		Wiluna, Australia	WUN			82	
Venice, Italy	VCE					Vicksburg, Miss.	VKS			215		Windhoek, S. W. Africa	WOH			216	
Venecus, Mex.	VER					Victoria, British Columbia	YVI			228		Windsor, Ontario, Canada	YQG			228	
Vernal, Utah	VEL					Victoria, Chile	ZIC			110		Winipeg, Man.	YWG			69-76-171-223	
Vero Beach, Fla.	VRB					Viet de las Tunas, Cuba	VTU			90		Winona, Minn.	ONA			167	
Vicksburg, Miss.	VKS					Victoria Falls, So. Rhodesia	VFA			26-62-74-216		Winslow, Ariz.	INW			119	
Victoria, British Columbia	YVI																

Hot Springs, S. D.—555.
Huron, S. D.—6401.
Idaho Falls, Idaho—2100.
Jackson, Wyo.—310.
Las Vegas, Nev.—2100.
Lethbridge, Alb., Canada—2971.
Leviestown, Mont.—28.
Logan, Utah—386.
Long Beach, Calif.—4-8571.
Los Angeles, Calif.—Oregon 6-2531
Ext. 327.
Mankato, Minn.—3708.
Minneapolis, Minn.—Parkway 1-3283.
Oakland, Calif.—Lockhaven 8-3012.
Ogden, Utah—3-7788.
Ontario, Calif.—YUkon 6-1119.
Palm Springs, Calif.—3709.
Pierre, S. D.—2448.
Pocentello, Idaho—2206.
Portland, Ore.—Webster 2285.
Rapid City, S. D.—Ffilmora 2-7110.
Rochester, Minn.—2-2736.
Saint Paul, Minn.—Parkway 1-1681.
Salt Lake City, Utah—5-7561.
San Bernardino, Calif.—YUkon 6-1119.
San Diego, Calif.—CYpress 8-1161.
San Francisco, Calif.—PLaza 6-0677.
Scottsbluff, Neb.—1234.
Seattle, Wash.—CHerry 5800.
Sheridan, Wyo.—381.
Sioux Falls, S. D.—4-4994.
Spokane, S. D.—57.
Tacoma, Wash.—RRowdway 5188.

IATA CARGO AGENTS

(Continued from Page 39)

TRIPOLI, LIBYA

American Express Co., Inc.
Wheeler Field Air Force Base

VALPARAISO, CHILE

N. Spencer & Co., Ltd.
Blanco 631
Gondrand Brothers (Chile) Ltd.
Justicia 45, of. 306
Grace & Co. (Chile) S.A.
Piazza Sotomayor 50, Casilla 90-V

VANCOUVER, BR. COL.

Thos. Cook & Son, Ltd.
625 Pender St. W.

VENICE, ITALY

American Express Co., Inc.
Bocca di Piazza 1281 (San Marco)

VIENNA, AUSTRIA

American Express Co., Inc.
9 Alserstrasse
Rohner, Gerhig & Co., A.G.
Hinter, Zollamstrasse 1

WIESBADEN, GERMANY

American Express Co., Inc.
Wilhelmstr. 14

WILLEMSTAD, CURACAO

S.E.L. Maduro & Sons, Inc.
DeRuyterpl 3-4

WINDSOR, ONT., CANADA

Whitlock Airtravel Air Cargo Services
437 Ouellette Avenue

WURZBURG, GERMANY

American Express Co., Inc.
Bldg. 11, Leighton Barracks

ZURICH, SWITZERLAND

American Express Co., Inc.
Bihlporteplatz 3

FORM NUMBERS, ETC.

(Continued from Page 44)

Full Name of Carrier	Form Number	Designator	Abbreviation
Sudan Airways	200	SD	BUDAN
Swiss Air Transport Co. Limited	085	SR	STR
Syrian Airways Co.	301		SYRIAN

U. S. EQUIVALENTS OF FOREIGN CURRENCIES

NOTE: These quotations, current at the time of publication, are subject to fluctuation.

Country	Currency	U. S. Equivalent	Country	Currency	U. S. Equivalent
Aden	Shilling	\$.1403	Jamaica	Pound	\$2.8125
Afghanistan	Afghani	.08	Japan	Yen	.0028
Albania	Lek	.02	Jordan	Dinar	2.80
Algeria	Franc	.0029	Korea, South	Hwan	.0056
Angola	Kwanza	.0350	Lebanon	Pound	.3105
Argentina	Peso	.0522	Liberia	Dollar	1.00
Australia	Pound	2.34	Libya	Pound	2.81
Austria	Schilling	.0390	Liechtenstein	Franc	.2335
Bahama	Pound	2.815	Luxembourg	Franc	.01925
Bahrain	Rupee	.2107	Macao	Pataca	.21
Barbados	Dollar	.59	Madagascar	Franc	.0058
Belgian Congo	Franc	.01925	Malaya	Dollar	.3290
Belgium	Franc	.01925	Malta	Pound	2.8075
Bermuda	Pound	2.8038	Martinique	Franc	.0029
Bolivia	Bohiviano	.0053	Mauritius	Rupee	.2102
Brazil	Cruzado	.0550	Mexico	Peso	.0805
Brazil	Cruzado	.0125	Monaco	Franc	.0029
British East Africa	Shilling	.1403	Morocco, French	Franc	.0029
British Honduras	Dollar	.7037	Mozambique	Escudo	.0350
British North Borneo	Dollar	.3290	Netherlands	Guilder	.2632
British West Africa	Pound	2.825	Netherlands Antilles	Guilder	.5310
Bulgaria	Lev	.1470	New Caledonia	Franc	.0160
Ceylon	Kyats	.2102	New Guinea (Mandate)	Pound	2.24
Canada	Dollar	1.0130	New Zealand	Pound	2.79
Cape Verde	Escudo	.0350	Nicaragua	Corboba	.20
Cayman	Pound	2.805	Norway	Krone	.1405
Ceylon	Rupee	.2102	Oceania, French	Franc	.0160
Chile	Peso	.0050	Pakistan	Rupee	.3025
China	N. T. Dollar	.0465	Panama	Balboa	1.00
Colombia	Peso	.40	Paraguay	Guarani	.0476
Costa Rica	Colon	.1790	Peru	Sol	.0525
Cuba	Peso	1.00	Philippines	Peso	.1890
Cyprus	Pound	2.8075	Poland	Zloty	.25
Czechoslovakia	Crown	.14	Portugal	Escudo	.0029
Denmark	Krone	.1450	Portuguese Guinea	Escudo	.0350
Dominican Republic	Peso	1.00	Portuguese India	Rupia	.2102
Ecuador	Sucre	.06	Runion Is.	Franc	.0058
Egypt	Pound	2.8825	Rhodesia-Nyasaland	Pound	2.8075
El Salvador	Pound	2.80	Romania	Leu	.1600
Ethiopia	Dollar	.41	Salvador	Colon	.40
Fiji Is.	Pound	2.5283	Samoas, British	N. Z. Pound	2.79
Finland	Mark	.0045	Sarawak	Dollar	.3290
France	Franc	.0029	Saudi Arabia	Riyal	.2102
French Equatorial Africa	Franc	.0058	Seychelles	Rupee	.3290
French West Africa	Franc	.0058	Singapore	Dollar	2.80
Germany, East	Eastmark	.45	Somalia Is.	Somalland	
Germany, West	Deutsche Mark	.2385	Protectorate	Rupee	.2132
Gibraltar	English Pound	2.8075	South West Africa	Pound	2.8075
Greece	Drachma	.0335	Spain	Peseta	.0915
Guadeloupe	Franc	.0029	St. Thomas & Principe	Escudo	.0350
Guatemala	Quetzal	1.00	Sudan	Pound	2.80
Guiana, British	Dollar	.59	Sweden	Krona	.1935
Guiana, French	Franc	.0029	Switzerland	Franc	.2335
Guiana, Netherlands	Guilder	.5375	Syria	Pound	2.815
Haiti	Gourde	.20	Thailand	Baht	.0478
Honduras (Republic)	Lempira	.50	Timor	Pataca	.2275
Hong Kong	Dollar	.1760	Tonga	Aus. Pound	2.24
Hungary	Forint	.0861	Trinidad	Dollar	.59
Iceland	Krona	.0615	Tunisia	Franc	.0029
India	Rupee	.2102	Turkey	Pound	.3575
Indo-China	Plaster	.0286	Union of South Africa	Pound	2.8038
Indonesia	Rupiah	.0881	U. S. S. R.	Ruble	.25
Iran	Rial	.0135	United Kingdom	Pound	2.80
Iraq	Dinar	2.80	Uruguay	Peso	.3110
Israel	Pound	.56	Venezuela	Bolivar	.3010
Italy	Lira	.0016	Yugoslavia	Dinar	.0033

Full Name of Carrier

Form Number

Designator

Abbreviation

TACA International Airlines, S. A.	203	TA	TACA
Tasman Empire Airways Limited	086	TE	TEAL
Thai Airways Co. Limited	203	TH	AIR
Townsville & Country Airways Pty. Ltd.	304	TC	TACAQ
Trans-Australia Airlines	102	TN	TAA
Trans-Canada Air Lines	014	TR	TCA
Transocean Air Lines			TALOA
Transoceanic Airways Pty. Limited			TOA
Trans-Pacific Airlines			TPA
Transportes Aereos Nacionales Limitada			NACIONAL
Transportes Aereos Nacionales, S. A.	208	TX	TAN

Full Name of Carrier

Form Number

Designator

Abbreviation

Transportes Aereos Portugueses, S.A.R.L.	047	TP	TAP
Trans-Texas Airways	033	TT	TTA
Trans World Airlines, Inc.	015	TW	TWA
Union Aeronautique de Transport	125	UT	UAT
Union of Burma Airways	209	UB	UBA
United Air Lines, Inc.	016	UA	UAL
Uraba, Medellin and Central Airways	036	UR	UMCA
U. S. Airlines, Inc.		US	USA
Viaao Aerea Brasil, S. A.			VIABRAS
West African Airways	057	WT	WAAC
West Coast Airlines, Inc.	035	WC	WCA
Western Air Lines, Inc.	017	WA	WAL
Wien Alaska Airlines			WIEN

FOREIGN WEIGHTS AND MEASURES

Denominations	Where Used	American Equivalents	Denominations	Where Used	American Equivalents	Denominations	Where Used	American Equivalents
Almude	Portugal	4.422 gals.	Centner	Zollverein	110.24 lbs.	Kin	Japan	1.3227 lbs.
Arb	Egypt	5.6188 bu.	Centner	Double of metric	220.46 lbs.	Klafter	Austria	2.074 yds.
Arb	Metric	0.02471 acre	Chetvert	Russia	5.957 bu.	Koku	Japan	5.119 bu.
Arratel or libra	Portugal	1.0119 lbs.	Chib	China	12.60 inches	Kwamine	Japan	8.2673 lbs.
Arroba	Argentina Republic	25.32 lbs.	Chib (metric)	China	1 meter	Last	Belgium, Holland	85.134 bu.
Arroba	Brazil	32.38 lbs.	Comb	England	2.451 acres	Last	England	82.56 bu.
Arroba	Cuba	25.36 lbs.	Coyan	Sarawak	3.098 lbs.	Last	Germany	2 metric tons
Arroba	Paraguay	25.32 lbs.	Coyan	Siam	2.645.5 lbs.	Last	Prussia	112.29 bu.
Arroba (liquid)	Venezuela	25.40 lbs.	Cuadra (new)	Argentina Republic	4.2 acres	Last	Scotland, Ireland	82.564 bu.
Arroba (liquid)	Cuba, Spain and Venezuela	4.263 gals.	Cuadra	Paraguay	94.70 yds.	Last	Spain (salt)	4.760 lbs.
Arshine	Russia	28 in.	Cuadra (sq.)	Paraguay	1.85 acres	League (land)	Paraguay	4.633 acres
Arshine (sq.)	Russia	5.44 sq. ft.	Cuadra	Uruguay	1.82 acres	Li	China	1.890 ft.
Artel	Morocco	1.12 lbs.	Cuble meter	Metric	36.3 cu. ft.	Lang	China	1.3156 ounces
Baril	Argentina Republic and Mexico	20.077 gals.	Cwt. (hundred-weight)	British	112 lbs.	Libra (lb.)	Argentina Republic	1.0128 lbs.
Barrel	Malta (customs)	11.2 gals.	Desastine	Russia	2.697 acres	Libra	Central America	1.014 lbs.
Barrel	Spain (raisins)	100 lbs.	Drachma (new)	Greece	15.43 gr. or 1 gm.	Libra	Chile	1.014 lbs.
Batman (tab)	Peria	6.49 lbs.	Fanega (dry)	Ecuador, Salvador	1.5745 bu.	Libra	Cuba	1.0143 lbs.
Berkovets	Russia	261.128 lbs.	Fanega	Chile	2.75268 bu.	Libra	Mexico	1.01467 lbs.
Bongkal	Fed. Malay States	532 grains	Fanega	Cuba	1.599 bu.	Libra	Peru	1.0143 lbs.
Bow	Sumatra	7.1296.5 sq. meters	Fanega	Ecuador, Salvador	1.53 bu.	Libra	Portugal	1.011 lbs.
Bu	Japan	0.1 inch	Fanega	Guatemala, Spain	1.53 bu.	Libra	Spain	1.0144 lbs.
Bushel	British Empire	1.03205 U. S. bu.	Fanega	Mexico	2.57716 bu.	Libra	Uruguay	1.0143 lbs.
Butt (wine)	Spain	140 gals.	Fanega	Morocco	Strike fanega, 70 lbs. full fanega, 115 lbs.	Libra	Venezuela	1.0143 lbs.
Caffio	Malta	5.3 gals.	Fanega (double)	Uruguay	7.776 bu.	Metric	Metric	1.01467 gts.
Candy	India (Bombay)	569 lbs.	Fanega (single)	Uruguay	3.888 bu.	Metric	Metric	0.90810 dry qts.
Candy	Madras	560 lbs.	Fanega	Venezuela	3.334 bu.	Metric	Metric	1.1 lbs.
Cantar	Egypt	96.05 lbs.	Fanega (liquid)	Spain	16 gals.	Metric	Metric	1.089 lbs.
Cantar	Morocco	112 lbs.	Feddan	Egypt	1.04 acres	Load (timber)	Guiana (Dutch)	1.089 lbs.
Cantar	Turkey	124.45 lbs.	Frad (raisins)	Russia	35 lbs.	Load (timber)	In Europe	165 cu. ft. or 1.980 ft. b. m.
Cantar	Malta	175 lbs.	Franco	Argentina Republic	2.5099 qts.	Manzana	Nicaragua	1.742 acres
Carat, metric	World	2.086 grains	Franco	Mexico	2.5 gts.	Manzana	Costa Rica, Salvador	1.727 acres
Carga	Mexico and Salva-	300 lbs.	Frad (raisins)	Russia	35 lbs.	Marc	Bolivia	0.907 lbs.
Catty	China	1.333 1/4 lbs.	Frad (raisins)	Russia	35 lbs.	Maud	India	82 1/2 lbs.
Catty	Japan	1.32 lbs.	Frad (raisins)	Russia	35 lbs.	Meter	Metric	39.37 inches
Catty	Java, Malacca	1.36 lbs.	Frad (raisins)	Russia	35 lbs.	Mill	Denmark	4.68 miles
Catty	Siam	2 1/2 lbs.	Frad (raisins)	Russia	35 lbs.	Mill (geographic)	Denmark	4.61 miles
Catty (stand.)	Siam	1.32 lbs.	Frad (raisins)	Russia	35 lbs.	Mill	Nicaragua	1.1594 miles
Catty	Sumatra	2.12 lbs.	Frad (raisins)	Russia	35 lbs.	Mill	Honduras	1.1493 miles
Cental	Union of So. Africa	100 lbs.	Frad (raisins)	Russia	35 lbs.	Mina (old)	Greece	2.202 lbs.
Centner	Central America	4.2631 gals.	Frad (raisins)	Russia	35 lbs.	Momme	China	0.132 ounce
Centner	Brunswick	117.5 lbs.	Frad (raisins)	Russia	35 lbs.	Morga	Prussia	0.63 acre
Centner	Bremen	127.5 lbs.	Frad (raisins)	Russia	35 lbs.	Mou	China	0.1518 acre
Centner	Darmstadt	110.24 lbs.	Frad (raisins)	Russia	35 lbs.	Oke	Egypt	2.8052 lbs.
Centner	Denmark	110.24 lbs.	Frad (raisins)	Russia	35 lbs.	Oke Oique	Greece	2.82 lbs.
Centner	Nuremberg	112.43 lbs.	Frad (raisins)	Russia	35 lbs.	Oke	Turkey	2.82 lbs.
Centner	Prussia	113.44 lbs.	Frad (raisins)	Russia	35 lbs.	Pic	Egypt	32.83 inches
Centner	Sweden	123.5 lbs.	Frad (raisins)	Russia	35 lbs.	Picul	Borneo & Celebes	135.64 lbs.
Centner	Vienna	123.5 lbs.	Frad (raisins)	Russia	35 lbs.	Picul	China	133.4 lbs.
			Frad (raisins)	Russia	35 lbs.	Picul	Egypt	134.4 lbs.
			Frad (raisins)	Russia	35 lbs.	Picul	Japan	36.16 lbs.
			Frad (raisins)	Russia	35 lbs.	Picul	Philippine Islands	21.94 lbs.
			Frad (raisins)	Russia	35 lbs.	Picul	Argentina Republic	0.94708 foot
			Frad (raisins)	Russia	35 lbs.	Picul	Spain	0.9416 foot
			Frad (raisins)	Russia	35 lbs.	Pik	Turkey	27.9 inches
			Frad (raisins)	Russia	35 lbs.	Pood	Russia	36.133 lbs.
			Frad (raisins)	Russia	35 lbs.	Pund (lb.)	Denmark	1.102 lbs.
			Frad (raisins)	Russia	35 lbs.	Quart	British Empire	1.20094 liq. qt.
			Frad (raisins)	Russia	35 lbs.	Quart	British Empire	1.03205 bu.
			Frad (raisins)	Russia	35 lbs.	Quarter	Great Britain	8.256 dry
			Frad (raisins)	Russia	35 lbs.	Quarter	London (coal)	36 bu. qt.
			Frad (raisins)	Russia	35 lbs.	Quintal	Argentina Republic	220.46 lbs.
			Frad (raisins)	Russia	35 lbs.	Quintal	Brazil	129.54 lbs.
			Frad (raisins)	Russia	35 lbs.	Quintal	Castile, Peru	101.43 lbs.
			Frad (raisins)	Russia	35 lbs.	Quintal	Chile	101.41 lbs.
			Frad (raisins)	Russia	35 lbs.	Quintal	Greece	123.2 lbs.
			Frad (raisins)	Russia	35 lbs.	Quintal	Mexico	101.47 lbs.
			Frad (raisins)	Russia	35 lbs.	Quintal	Newfoundland	112 lbs.
			Frad (raisins)	Russia	35 lbs.	Quintal	(fish)	100 lbs.
			Frad (raisins)	Russia	35 lbs.	Quintal	Syria	125 lbs.
			Frad (raisins)	Russia	35 lbs.	Ri	Japan	2.44 miles
			Frad (raisins)	Russia	35 lbs.	Rottle	Palestine (mouth)	6.36 lbs.
			Frad (raisins)	Russia	35 lbs.	Rottle	Syria	6.4 lbs.
			Frad (raisins)	Russia	35 lbs.	Sack (flour)	England	280 lbs.
			Frad (raisins)	Russia	35 lbs.	Sagena	Russia	7 feet
			Frad (raisins)	Russia	35 lbs.	Saim	Malta	8.2 bu.
			Frad (raisins)	Russia	35 lbs.	Se	Japan	0.9244 acre
			Frad (raisins)	Russia	35 lbs.	Se	India	27 1/2 lbs.
			Frad (raisins)	Russia	35 lbs.	Shaku	Japan	11.9303 inches
			Frad (raisins)	Russia	35 lbs.	Sheng	China	2.7354 gals.
			Frad (raisins)	Russia	35 lbs.	Sio	Japan	9.1 sq. quart
			Frad (raisins)	Russia	35 lbs.	Skanipund	Sweden	0.937 lbs.
			Frad (raisins)	Russia	35 lbs.	Standard (Rt. Petersburg)	Lumber measure	165 cu. ft.
			Frad (raisins)	Russia	35 lbs.	Stone	British	14 lbs.
			Frad (raisins)	Russia	35 lbs.	Stonne	Uruguay	2.700 cuadras (see cuadras)
			Frad (raisins)	Russia	35 lbs.	Tan	Japan	1.195 lbs.
			Frad (raisins)	Russia	35 lbs.	Tan (Kuping)	China	575.64 grs. (troy)
			Frad (raisins)	Russia	35 lbs.	Tan	Japan	0.25 acre
			Frad (raisins)	Russia	35 lbs.	Tohetvert	Russia	5.96 bu.
			Frad (raisins)	Russia	35 lbs.	To	Japan	1.01 acre
			Frad (raisins)	Russia	35 lbs.	Tola	India	0.30 lbs.
			Frad (raisins)	Russia	35 lbs.	Ton	Space measure	40 cu. ft.
			Frad (raisins)	Russia	35 lbs.	Tonde (cereal)	Denmark	3.9480 bu.
			Frad (raisins)	Russia	35 lbs.	Tonde Land	Denmark	1.36 acres
			Frad (raisins)	Russia	35 lbs.	Tonne	France	2204.62 lbs.
			Frad (raisins)	Russia	35 lbs.	Taubo	Japan	38.58 sq. ft.
			Frad (raisins)	Russia	35 lbs.	Tsun	China	1.26 bu.
			Frad (raisins)	Russia	35 lbs.	Tunna (wheat)	Sweden	5.5 bu.
			Frad (raisins)	Russia	35 lbs.	Tunmland	Sweden	1.22 acres
			Frad (raisins)	Russia	35 lbs.	Vara	Argentina Republic	34.0944 inches
			Frad (raisins)	Russia	35 lbs.	Vara	Costa Rica, Sal-	32.913 inches
			Frad (raisins)	Russia	35 lbs.	Vara	vador	32.375 inches
			Frad (raisins)	Russia	35 lbs.	Vara	Curacao	32.375 inches
			Frad (raisins)	Russia	35 lbs.	Vara	Dominican Repub.	0.914117 yard
			Frad (raisins)	Russia	35 lbs.	Vara	Guatemala	32.909 inches
			Frad (raisins)	Russia	35 lbs.	Vara	Honduras	32.953 inches
			Frad (raisins)	Russia	35 lbs.	Vara	Nicaragua	32.057 inches
			Frad (raisins)	Russia	35 lbs.	Vara	Chile and Peru	32.913 inches
			Frad (raisins)	Russia	35 lbs.	Vara	Cuba	33.386 inches
			Frad (raisins)	Russia	35 lbs.	Vara	Mexico	32.992 inches
			Frad (raisins)	Russia	35 lbs.	Vara	Paraguay	34 inches
			Frad (raisins)	Russia	35 lbs.	Vara	Spain	0.914117 yard
			Frad (raisins)	Russia	35 lbs.	Vara	Venezuela	33.384 inches
			Frad (raisins)	Russia	35 lbs.	Vedro	Russia	2.707 gals.
			Frad (raisins)	Russia	35 lbs.	Verges	Isle of Jersey	71.1 square rods
			Frad (raisins)	Russia	35 lbs.	Vers	Russia	6.663 miles
			Frad (raisins)	Russia	35 lbs.	Vloka	Poland	41.50 acres
			Frad (raisins)	Russia	35 lbs.	Wey	Scotland and Ireland	41.282 bu.

HOW THE UNITED STATES TRUNK LINES AND CERTIFICATED ALL-CARGO LINES RANK IN DOMESTIC AIR FREIGHT TRAFFIC—1951-1954

NOTE: Parenthesized figures indicate freight ton-miles flown. All-cargo lines are distinguished by bold type.

1951	1952	1953	1954
1. Slick (44,151,000)	American (44,911,000)	American (52,314,000)	American (53,909,000)
2. American (35,484,000)	Slick (44,643,000)	Slick (38,953,000)	United (33,598,000)
3. Flying Tiger (27,875,000)	Flying Tiger (35,625,000)	Flying Tiger (35,624,000)	Slick (32,775,000)
4. United (22,177,000)	United (26,643,000)	United (27,620,000)	Flying Tiger (25,314,000)
5. TWA (14,961,000)	TWA (15,600,000)	TWA (18,905,000)	TWA (21,271,000)
6. Riddle (6,251,000)	Riddle (10,538,000)	Riddle (11,604,000)	Riddle (14,172,000)
7. Eastern (5,361,000)	Eastern (6,846,000)	Eastern (8,129,000)	Eastern (10,350,000)
8. Capital (5,222,000)	National (5,273,000)	Delta (5,541,000) ^a	Delta (5,737,000)
9. National (5,041,000)	Delta (4,257,000)	National (5,536,000)	National (4,468,000)
10. Northwest (3,961,000)	Capital (3,924,000)	Capital (4,146,000)	Northwest (4,467,000)
11. Delta (3,584,000)	Northwest (3,595,000)	Northwest (3,696,000)	Capital (4,205,000)
12. Braniff (1,989,000)	Braniff (2,297,000) ^a	Braniff (2,760,000)	Braniff (2,915,000)
13. Chicago & Southern (864,000)	Southern (1,312,000)	Chicago & Western (1,346,000)	Western (1,796,000)
14. Western (610,000)	Western (947,000) ^a	Continental (842,000)	Continental (932,000)
15. Continental (582,000)	Continental (776,000)	Chicago & Southern (421,000) ^b	Northwest (299,000)
16. Mid-Continent (512,000)	Mid-Continent (331,000) ^a	Northwest (266,000)	Colonial (291,000)
17. Airnews (301,000) ^c	Northwest (258,000)	Colonial (248,000)	
18. Northeast (247,000)	Colonial (159,000)		
19. Inland (144,000) ^d			
20. Colonial (111,000)			

^a Airnews ceased operations October 12, 1951.

^b This represents final statistics for Inland which merged with Western in 1952.

^c Merged with Mid-Continent August 16, 1952; figure included.

^d Includes Inland.

^e Covers period ending August 15, 1952.

^f Includes Chicago & Southern as of May 1, 1953.

^g Covers period ending April 30, 1953.

Comparison of Shipping Costs: Surface vs Air

Commodity: Soda Mach. (5), Cigarette Mach. (20), Candy Mach. (20).
Total Number Units: 45. Total Value: \$13,915. Value per Unit:
From New York to Caracas.

SURFACE

Weight: 17,530 lbs.
Volume: 1200 cu. ft.
(Export packed)

AIR

Weight: 13.905 lbs. Volume:
(Domestic packed)
New York Caracas N.Y. Miami Caracas

I. Type of Export Packing Used and Cost—Wooden Cases (Present rate surface shipments approximately \$.50 cu. ft.)					
II. Total Insurance Premiums Origin to Final Destination—cift 10 ⁰⁰ —18,000 (at 1 ⁰⁰)	\$ 925.00				
III. Shipping Costs to Port of Embarkation: (Specify means of domestic transportation and actual gateway or port)					
A. Rail	\$				
B. Air	\$				
C. Truck—New Jersey-New York	\$ 262.95				
IV. Drayage Costs from Terminal at Port of Embarkation to Export Pier	\$				
V. Shipping Costs from Port of Embarkation to Debarcation: A. Weight or volume charges—\$63.00 per 40 cu. ft.	\$1890.00				
B. Ad valorem charges	\$				
VI. Shipping Costs Port of Debarcation to Market—Cartage and Customs House \$15 per ton.	\$ 1890.00				
VII. Consular Fees—Brokerage, etc.:					
A. Consular blanks, stamps, etc.	\$ 4.50				
B. Miscellaneous charges, including msgr. service	\$ 7.50				
VIII. Duties Where Based on Gross Weight—1 centimo per kg	\$ 12.00				
IX. Interest Charges	\$ 24.00				
X. Other Charges Not Indicated Above: Port of Entry Tax (at 3 ¹² / ₁₀₀)	\$ 587.03				
Port Fee—\$11.34 per ton	\$4015.95				
XI. Total Shipping Costs Factory to Market	\$				
XII. Shipping Costs per Unit Factory to Market					
XIII. Total Time in Transit					

PREPARED FOR AIR TRANSPORTATION BY PAN AMERICAN WORLD AIRWAYS

ABCs OF COST ANALYSIS . . . Ask Yourself . . .

SURFACE AIR

A. Aircraft—Capacity—Weight—Volume

- What is maximum volume capacity?
- What is maximum weight capacity?
- What is maximum size for single piece?
- What aircraft (size, type) will best fit my product?
- What is the difference between DC-3 (C-47) C-46 DC-4 (C-54) DC-6A Various passenger-cargo versions

B. Brokers—Brokerage Fees

- Are the forwarder's fees the same by air or surface?
- Can my present forwarder also handle my air shipments?

C. Capital Outlay

- How much capital outlay can I reduce using air transportation?
- Will banks honor an Air Waybill on Letter of Credit?
- How fast can I get my complete documents for banking purposes?
- Can I get a negotiable Air Waybill?

Consular Documents, Fees, Etc.

- Do I require the same documentation by Air?
- Is there any difference in consular fees and requirements by air shipping?

D. Delivery Time

- How much time will air freight save over surface?
- Can I always meet my Letter of Credit deadline?
- Will my customers pay a little more for earlier deliveries?

E-H. Fragility—Handling

- How much handling can product withstand?
- What is damage ratio air vs. surface?

I. Insurance

- What is cost of insurance air vs. surface?
- What is difference in coverage?
- How does my insurance company react to air freight or claims for loss, damage, carrier subrogation liability, released value on Air Waybill?

SURFACE AIR

Piraterie

- How does piracy loss compare?
- Pick-Up-Delivery Service
- Can my shipments be picked up same day?
- What is the cost?
- Minimum charge?

R. Rates—Charges—General—Specific—Charter

- How do rates compare?
- What is specific commodity rate?
- Can I mix commodities without penalty?
- How much cargo do I require to charter?
- What is the advantage of chartering?

S. Service—Schedules

- How does service compare?
- What is the frequency of schedules?

T. Transit Time

- What is the time in transit?

V. Valuable Cargo

- What safeguards are available?
- How will valorem charges effect total shipping costs?

W. Warehousing

- How much can be saved by reducing stocks held in warehouses?
- What are my handling costs in warehousing?
- How much additional insurance do I pay?

The questions submitted above are meant to help provide the traffic manager or controller of manufacturing, jobbing, and wholesale firms as well as retailers, with the basis on which to determine fairly the utilization of air cargo for shipments within the United States as well as to foreign destinations.

While direct comparisons can be made on many items to the benefit of the air transportation industry, many articles of merchandise, which will not favorably compete in a regular transportation market, may at times be flown due to strikes, breakdown of equipment and various time factors which cannot be measured in money. That is the time the shipper will want to know the right answer fast. Why not find out now?

This analysis of how to arrive at true shipping costs was designed and prepared by John G. Henwood, principal of J. G. Henwood Company, air transportation consultants, 52 Broadway, New York 5, N. Y.

SURFACE AIR

Import Duties

- What is the basis of import duties to countries we are shipping to?
- Are import duties assessed on:

FOB Value?
Gross Weight?
Ad Valorem?
Net Weight?

Inland Freight

- What method are we presently using?
- Does present carrier give an export rate charge?
- What is time between arrival at port of discharge and delivery to city of destination?
- How much do inland freight charges cost?

L. Loss—Deterioration—Market—Rental

- Do I sustain loss due to deterioration due to nature of product or time in transit?
- What percentage is this loss?
- Is my equipment on a monthly rental basis?
- How much rental money can I save by using air freight?
- Do I lose business because of delays in delivery?
- If so, how much?

M. Minimum Bills of Lading

- What is the minimum B/L charge?
- How much material can I ship on a minimum B/L?

P. Packing—Cartons—Wooden Cases

- What packing requirements are necessary?
- How much weight does packing absorb?
- How much can I save in packing costs?
- How safe are minimum air freight packing requirements compared to surface?

INTERNATIONAL AIR MAIL AND AIR PARCEL POST RATES

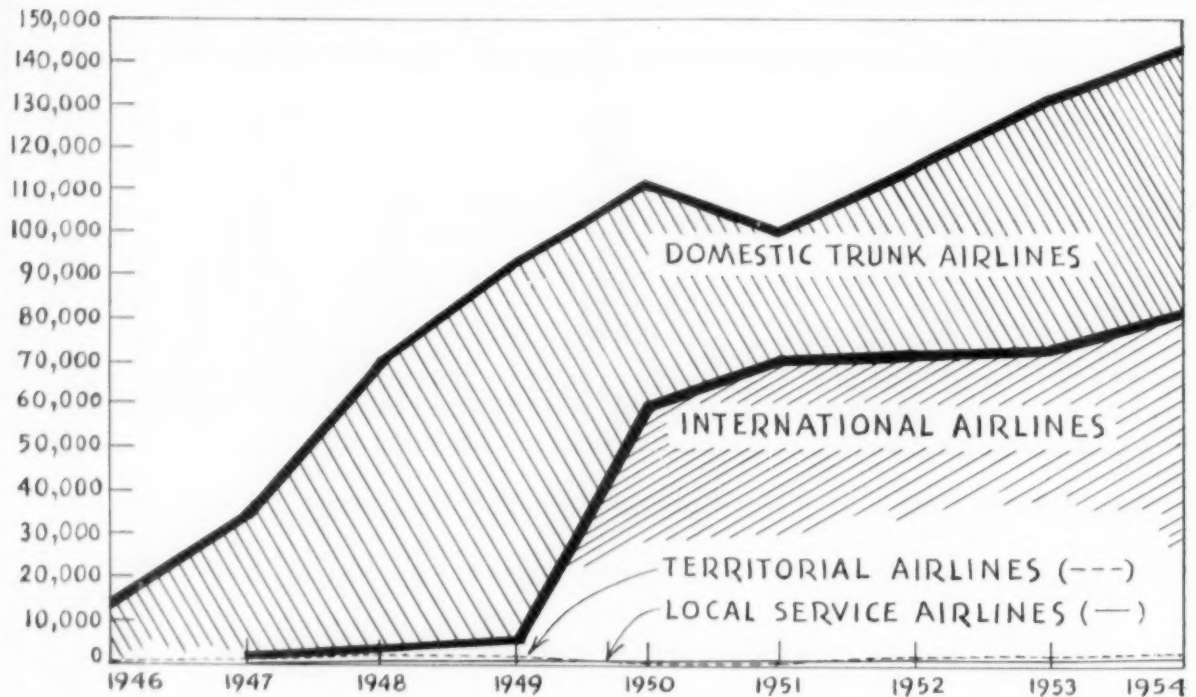
COUNTRY	AIR MAIL Letters, samples, presses, etc. 10 cents each to all countries except Canada (4¢), Cuba (8¢), Mexico (4¢), and St. Pierre and Miquelon (8¢).	Cents	AIR MAIL Letters, samples, presses, etc. 10 cents each to all countries except Canada (4¢), Cuba (8¢), Mexico (4¢), and St. Pierre and Miquelon (8¢).	Cents	COUNTRY	AIR MAIL Letters, samples, presses, etc. 10 cents each to all countries except Canada (4¢), Cuba (8¢), Mexico (4¢), and St. Pierre and Miquelon (8¢).	Cents	AIR MAIL Letters, samples, presses, etc. 10 cents each to all countries except Canada (4¢), Cuba (8¢), Mexico (4¢), and St. Pierre and Miquelon (8¢).	Cents
Aden.....	25	25	Aden.....	25	Liechtenstein.....	15	15	15	15
Afghanistan.....	25	25	Albania.....	25	Lithuania.....	4 15	4 15	4 15	4 15
Albania.....	15	15	Algeria.....	15	Luxembourg.....	3 52	3 52	3 52	3 52
Algeria.....	15	15	Andorra (Rep.).....	15	Macao.....	1 5	1 5	1 5	1 5
Andorra (Rep.).....	15	15	Anglo-Egyptian Sudan.....	15	Madagascar.....	2 44	2 44	2 44	2 44
Anglo-Egyptian Sudan.....	15	15	Angola.....	25	Madeira Islands.....	4 15	4 15	4 15	4 15
Angola.....	25	25	Antigua.....	10	Malaya.....	25	25	25	25
Antigua.....	10	10	Argentina.....	10	Malta.....	15	15	15	15
Argentina.....	10	10	Aruba.....	10	Martinique.....	10	10	10	10
Aruba.....	10	10	Ascension Island.....	15	Mauritania.....	25	25	25	25
Ascension Island.....	15	15	Australia.....	15	Mauritius.....	25	25	25	25
Australia.....	25	25	Austria.....	15	Mexico (per oz.).....	6	6	6	6
Austria.....	15	15	Azores.....	15	Montserrat.....	10	10	10	10
Azores.....	15	15	Barbados.....	15	Morocco, French Zone.....	15	15	15	15
Barbados.....	15	15	Barbuda.....	15	Morocco, Spanish Zone, incl. Sp. Zone, Tangier.....	15	15	15	15
Barbuda.....	15	15	Bechuanaland Protectorate.....	15	Morocco, Tangier, British & French offices.....	15	15	15	15
Bechuanaland Protectorate.....	15	15	Belgium Congo.....	15	Nauru Island.....	25	25	25	25
Belgium Congo.....	15	15	Belgium.....	15	Netherlands.....	25	25	25	25
Belgium.....	15	15	Bermuda.....	15	Netherlands New Guinea.....	25	25	25	25
Bermuda.....	15	15	Bolivia.....	15	Netherlands West Indies.....	25	25	25	25
Bolivia.....	15	15	Bonair.....	15	Nevis.....	10	10	10	10
Bonair.....	15	15	Brazil.....	15	New Caledonia.....	25	25	25	25
Brazil.....	15	15	British Guiana.....	15	New Guinea.....	25	25	25	25
British Guiana.....	15	15	British Honduras.....	15	New Hebrides.....	25	25	25	25
British Honduras.....	15	15	British Somaliland.....	15	New Zealand.....	25	25	25	25
British Somaliland.....	15	15	British Virgin Islands.....	15	Nicaragua.....	10	10	10	10
British Virgin Islands.....	15	15	Brunei.....	15	Niger.....	25	25	25	25
Brunei.....	15	15	Bulgaria.....	15	Nigeria.....	25	25	25	25
Bulgaria.....	15	15	Burma.....	15	North Borneo.....	25	25	25	25
Burma.....	15	15	Cambodia.....	15	Norway.....	25	25	25	25
Cambodia.....	15	15	Cameroon, British & French, Canada (per oz.).....	15	Nyasaland Protectorate.....	25	25	25	25
Cameroon, British & French, Canada (per oz.).....	15	15	Cape Verde Islands.....	15	Pakistan.....	25	25	25	25
Cape Verde Islands.....	15	15	Ceylon.....	15	Pakistan (Western Arab).....	25	25	25	25
Ceylon.....	15	15	Chile.....	15	Panama (Rep.).....	10	10	10	10
Chile.....	15	15	China.....	15	Papua (British New Guinea).....	25	25	25	25
China.....	15	15	Colombia.....	15	Paraguay.....	25	25	25	25
Colombia.....	15	15	Costa Rica.....	15	Persian Gulf Ports.....	25	25	25	25
Costa Rica.....	15	15	Cuba.....	15	Peru.....	4 10	4 10	4 10	4 10
Cuba.....	15	15	Curaçao.....	15	Philippines (Rep. of).....	25	25	25	25
Curaçao.....	15	15	Cyprus.....	15	Poland.....	15	15	15	15
Cyprus.....	15	15			Portugal.....	15	15	15	15
					Portuguese E. Africa (Mozambique).....	25	25	25	25

AIR CARGO

Scheduled Airlines of

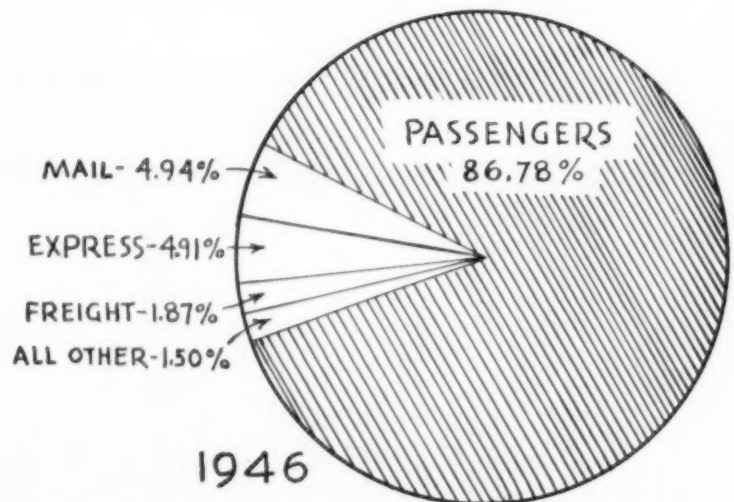
(Members and Associate Members)

AIR FREIGHT In Thousands of Revenue Ton-Miles



REVENUE TON-MILE TRAFFIC

Scheduled
Airline
Industry

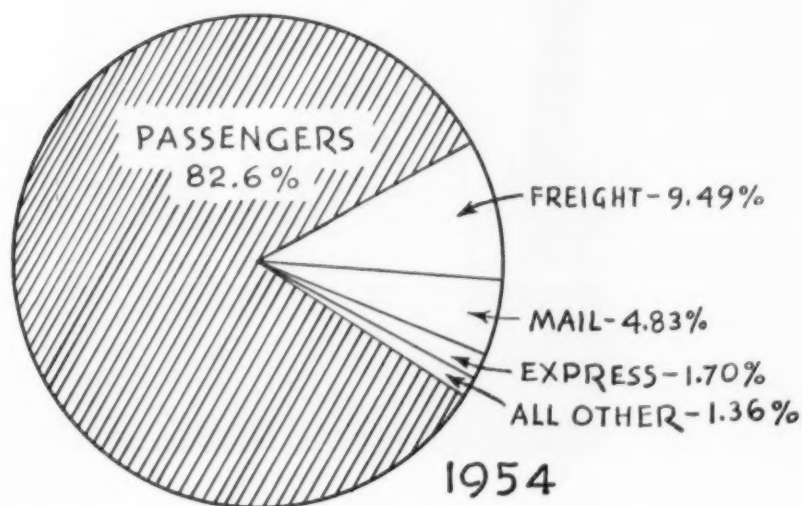
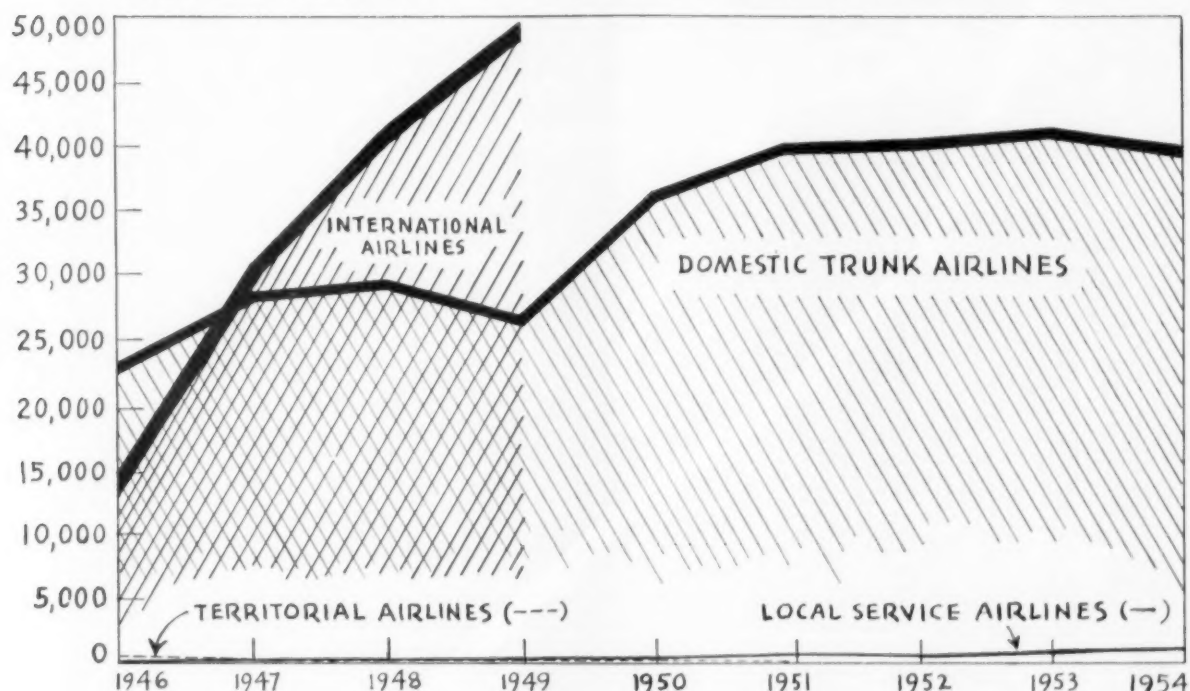


PROGRESS

the United States*

(of the Air Transport Association)

AIR EXPRESS In Thousands of Revenue Ton-Miles



*Charts do not include the statistics of the Flying Tiger Line and Slick Airways, both scheduled all-freight airlines.

WORLD AIR CARGO

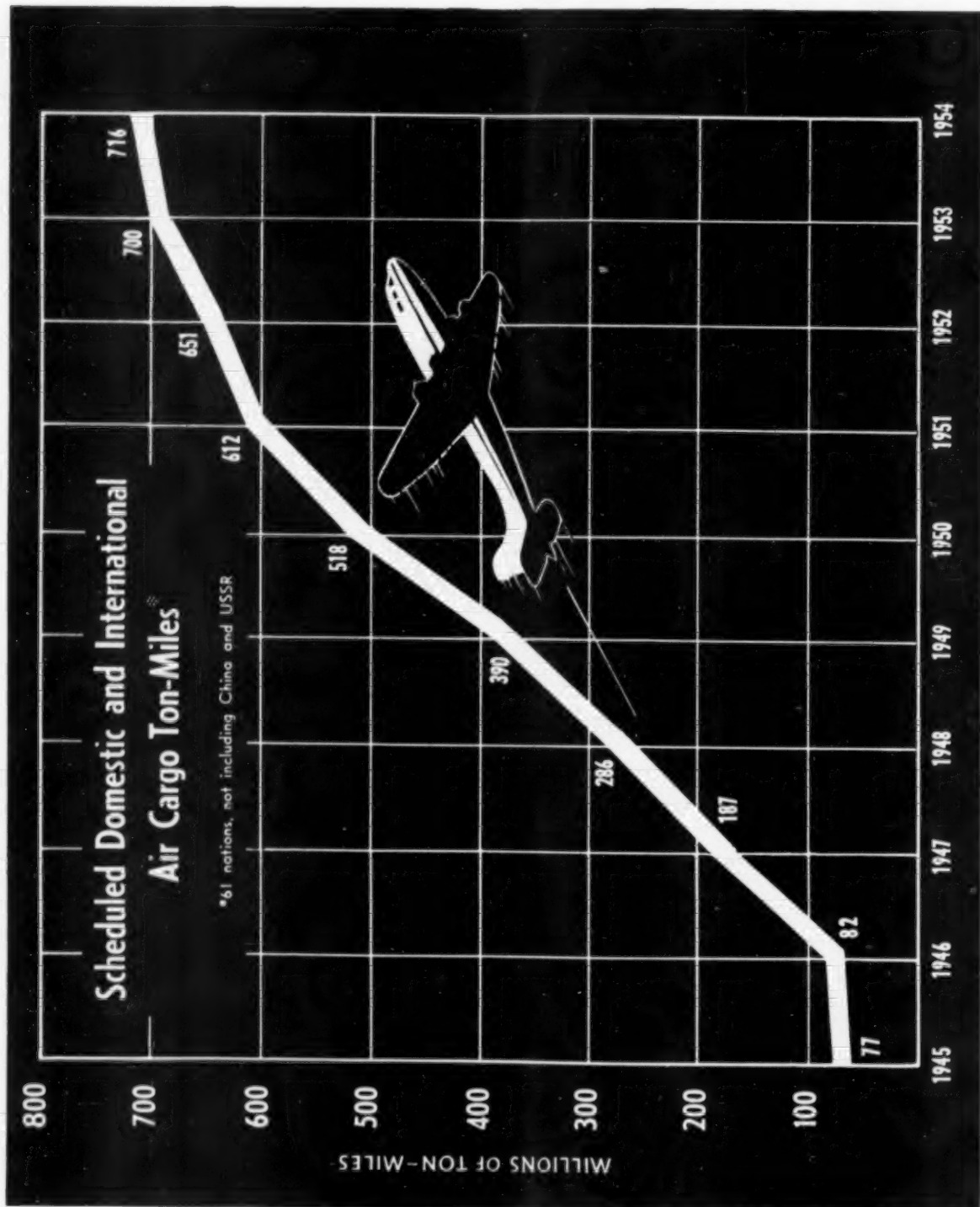


TABLE OF AIRLINE DISTANCES BETWEEN PRINCIPAL CITIES OF THE UNITED STATES
(Distances in Statute Miles)

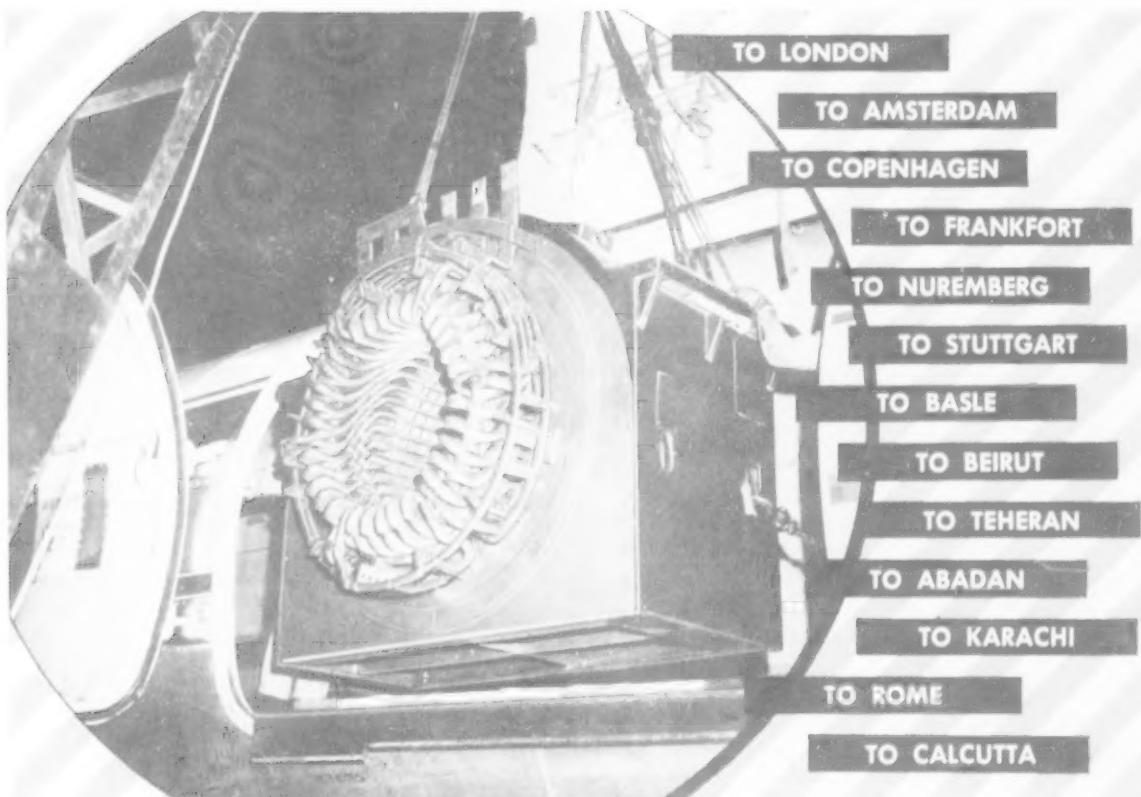
FROM	TO	Atlanta	Baltimore	Boston	Brownsville	Buffalo	Chicago	Cincinnati	Cleveland	Denver	Detroit	El Paso	Jacksonville	Kansas City, Mo.	Los Angeles	Memphis	Miami	Minneapolis	New Orleans	New York	Oklahoma City	Philadelphia	Pittsburgh	Portland, Ore.	Richmond	St. Louis	Salt Lake City	San Francisco	Seattle	Washington, D.C.	
Atlanta	575	933	980	695	583	368	550	1208	585	1293	286	675	1935	335	610	905	427	747	753	663	520	2172	470	467	1580	2133	2180	542		
Baltimore	575	358	1513	273	603	423	305	1505	398	1750	682	962	2313	792	958	948	1001	170	1173	90	194	2667	135	731	1558	2451	2341	33		
Boston	933	358	.....	1881	398	849	737	550	1766	613	2067	1015	1250	2590	1133	1258	1125	1359	188	1490	268	478	2553	471	1036	2069	2096	2508	392	
Brownsville	980	1513	.....	1575	1224	1182	1402	1085	1398	1385	682	1025	935	1370	775	1100	1348	536	1695	659	1614	1424	1952	1403	975	1317	1675	2015	1492	
Buffalo	695	273	398	1575	.....	454	392	175	1308	218	1690	880	862	2195	802	1184	733	1087	291	1117	278	178	2167	375	662	1701	2298	2130	290	
Chicago	583	603	849	1234	454	.....	249	307	918	236	1249	861	413	1741	481	1190	356	831	711	689	664	411	1765	618	1259	1260	1855	1743	594	
Cincinnati	368	423	737	1182	392	249	.....	218	1090	234	1333	628	541	1892	410	957	603	708	568	755	501	258	1987	385	308	1450	2037	1974	403	
Cleveland	550	305	550	1402	175	307	218	.....	1223	94	1521	768	700	2044	627	1088	632	922	404	946	343	115	2963	353	490	1567	2163	2035	303	
Denver	1208	1505	1766	1085	1368	918	1090	1223	.....	1133	554	1468	555	828	878	1732	699	1079	1628	503	1575	1320	985	1485	793	372	946	1020	1490	
Detroit	585	398	613	1398	218	236	234	94	1133	.....	1475	832	643	1976	621	1156	943	938	483	905	444	208	1975	445	452	1490	2087	1945	397	
El Paso	1293	1750	2067	682	1690	1249	1333	1521	554	1475	.....	1481	836	702	978	1662	1156	986	1902	578	1834	1592	1286	1695	1033	689	943	1373	1726	
Jacksonville	286	682	1015	1025	880	861	628	768	1468	832	1481	.....	952	2153	591	328	1192	511	838	988	758	703	2442	550	755	1640	2375	2450	647	
Kansas City, Mo.	675	992	1250	935	862	413	541	700	555	643	836	952	.....	1352	555	1247	413	678	1097	293	1037	784	1397	935	238	922	1500	1505	943	
Los Angeles	1935	2313	2590	1370	2195	1741	1892	2044	828	1976	702	2153	1352	.....	1602	2355	1522	1675	2446	1182	2388	2135	825	2283	1585	577	345	956	2295	
Memphis	335	792	1133	775	802	481	627	878	621	978	391	370	1602	.....	878	700	358	953	422	878	660	1852	715	242	1250	1800	1867	763		
Miami	610	958	1258	1100	1184	1190	957	1088	1732	1156	1862	328	1247	2355	878	.....	1516	681	1095	1233	1023	1014	2716	831	1067	2980	2603	2740	927	
Minneapolis	905	948	1125	.....	733	356	603	632	690	542	1156	1192	413	1522	700	1516	.....	1050	1019	692	985	745	1435	1185	464	988	1585	1403	936	
New Orleans	427	1001	1359	536	1067	831	708	922	1079	938	986	511	678	1675	358	681	1050	.....	1173	575	1000	923	2063	899	599	1433	1923	2098	968	
New York	747	170	188	1695	291	711	568	404	1628	483	1902	838	1087	2446	953	1095	1019	1173	.....	1324	83	313	2455	287	873	1972	2568	2419	204	
Oklahoma	753	1173	1490	639	1117	689	735	946	503	905	578	988	293	1182	422	1233	692	575	1324	.....	1256	1013	1488	1122	456	862	1386	1523	1150	
Philadelphia	663	90	268	1614	278	664	501	343	1575	444	1834	738	1037	2388	878	1023	985	1090	83	1256	.....	254	2419	205	808	1923	2318	2388	122	
Pittsburgh	520	194	478	1424	178	411	258	115	1320	208	1592	703	784	2135	660	1014	745	923	313	1013	254	.....	2174	242	561	1670	2264	2145	188	
Portland, Ore.	2172	2267	2553	1952	2167	1765	1987	2063	985	1975	1286	2442	1397	825	1852	2716	1435	2063	2455	1488	2419	2174	.....	2392	1723	636	536	143	2360	
Richmond	470	135	471	1403	375	618	385	353	1485	445	1695	550	935	2283	715	831	1185	899	287	1122	205	242	2393	.....	699	1850	2436	2362	96	
St. Louis	467	731	1036	975	662	259	308	490	793	452	1033	755	238	1585	242	1067	464	599	873	456	808	561	1723	699	.....	1158	1738	1722	710	
Salt Lake City	1580	1858	2099	1317	1701	1280	1450	1567	372	1490	639	1340	922	577	1250	2098	988	1433	1972	802	1923	1670	636	1850	1158	.....	592	607	1845	
San Francisco	2133	2451	2696	1675	2298	1855	2037	2163	946	2087	993	2375	1200	345	1800	2803	1585	1923	2568	1386	2318	2264	536	2436	1738	502	680	2437	.....
Seattle	2180	2341	2508	2015	2130	1743	1974	2035	1020	1945	1373	2450	1505	956	1867	2740	1403	2098	2419	1523	2388	2145	143	2362	1722	697	680	.....	2335	
Washington, D.C.	542	33	392	1493	290	594	403	303	1490	397	1726	647	943	2295	763	927	936	968	204	1150	122	188	2360	96	710	1545	2437	2335	.....

TABLE OF AIRLINE DISTANCES BETWEEN PRINCIPAL CITIES OF THE WORLD
(Distances in Statute Miles)

FROM	TO	Azores	Bahia	Berlin	Bombay	Buenos Aires	Cairo	Cape Town	Chicago	Guam	Honolulu	Juneau	London	Melbourne	Mexico City	New Orleans	New York	Panama	Paris	Rio de Janeiro	San Francisco	Santiago	Seattle	Singapore	Tokyo
Azores	3,906	2,148	5,090	5,385	2,925	5,670	3,305	8,985	7,421	4,715	1,562	12,190	4,584	2,718	2,694	3,918	1,617	4,312	5,116	5,718	4,720	8,338	7,370	
Bahia	3,906	2,640	2,022	8,215	755	4,923	6,490	6,380	8,445	6,180	2,568	8,150	8,155	7,212	6,066	7,507	2,355	7,012	7,521	8,876	6,848	4,443	5,242	
Berlin	2,148	2,640	...	2,947	7,411	1,823	5,949	4,458	7,158	7,384	4,638	575	9,992	6,119	5,182	4,026	3,40	6,246	5,744	7,842	5,121	6,226	5,628	
Bombay	5,385	2,022	8,947	...	9,380	2,698	5,123	8,144	4,831	8,172	6,992	4,526	6,140	9,818	8,982	7,875	9,832	4,391	8,438	8,523	10,127	7,830	2,425	
Buenos Aires	5,385	8,215	7,411	9,380	...	7,425	4,332	5,598	10,516	7,653	7,964	6,919	7,336	4,699	4,902	8,295	3,219	6,801	1,230	6,487	731	6,966	9,940	
Cairo	3,325	755	1,823	2,698	7,425	...	4,476	6,231	7,175	8,925	5,352	2,218	8,720	7,987	7,892	8,701	7,230	2,020	6,242	7,554	8,100	6,315	5,152	
Cape Town	5,670	4,923	5,949	5,123	4,476	...	...	8,551	8,918	11,655	10,382	5,975	6,810	8,629	8,390	7,445	7,090	5,732	3,850	10,340	5,880	10,305	6,025	
Chicago	3,305	8,985	6,380	7,158	6,231	...	...	...	7,510	4,815	2,310	4,015	9,837	1,690	827	727	2,320	4,219	3,520	1,875	8,325	1,753	9,475	
Guam	8,985	7,421	4,715	6,180	7,175	...	...	...	...	3,896	6,225	7,605	3,497	7,600	7,895	8,115	5,347	7,675	11,370	5,952	9,946	8,785	2,990	
Honolulu	4,715	6,180	7,158	8,172	7,653	...	...	...	...	...	...	7,820	5,581	3,846	4,303	5,051	5,347	7,935	8,490	2,407	6,935	2,707	6,874	
Juneau	1,562	2,568	6,066	4,638	4,226	...	...	...	...	...	...	4,196	8,162	3,210	2,560	2,574	4,456	4,700	7,611	1,530	7,320	870	7,375	
London	12,190	4,584	2,718	2,694	3,918	...	...	...	...	...	...	...	10,590	8,605	4,656	3,600	5,310	210	5,747	5,440	7,275	4,350	6,818	
Melbourne	4,584	2,718	2,694	3,918	3,610	...	...	...	...	...	...	...	...	8,609	9,455	10,541	9,211	10,560	8,340	7,970	7,130	5,330	3,768	
Mexico City	2,718	2,694	3,918	3,610	3,610	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
New Orleans	2,694	3,918	3,610	3,610	3,610	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
New York	3,918	3,610	3,610	3,610	3,610	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Panama	1,617	4,312	5,116	5,718	4,720	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Paris	4,312	5,116	5,718	4,720	4,720	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rio de Janeiro	5,116	5,718	4,720	4,720	4,720	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
San Francisco	5,718	4,720	4,720	4,720	4,720	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Santiago	4,720	4,720	4,720	4,720	4,720	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Seattle	4,720	4,720	4,720	4,720	4,720	
Singapore	8,338	4,443	5,242	5,628	4,247	
Tokyo	7,370	5,242	5,628	4,247	11,601	

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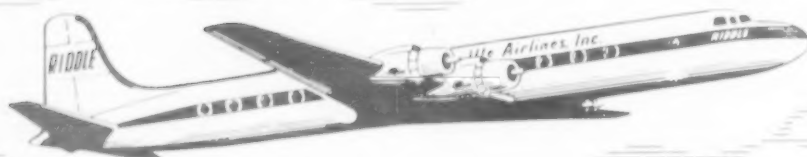
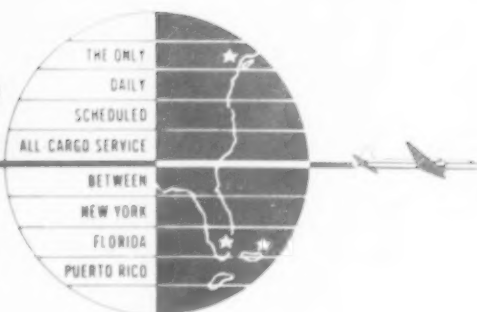
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New York, Florida, Puerto Rico and Connections

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here is an appraisal of

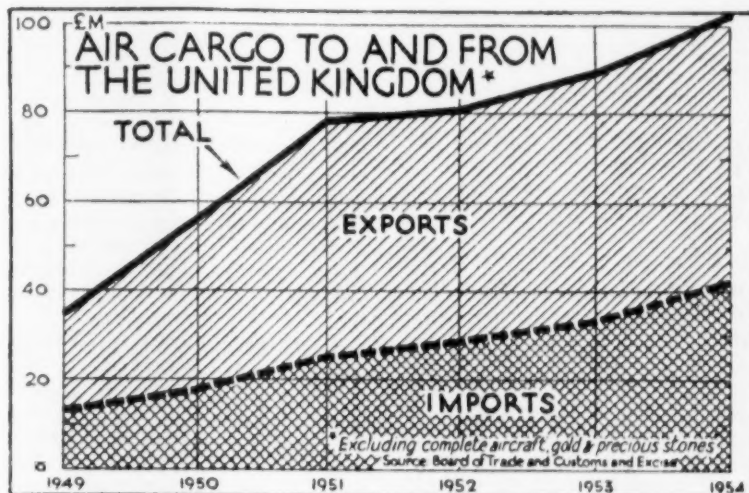
THE BRITISH AIR FREIGHT EFFORT

LAST YEAR the value of all goods carried in and out of Britain by air was nearly £103m., or 1.7% of the value of all the traffic. The volume of air freight throughout the world, reckoned in ton-miles, has increased from 77m. in 1945 to 716m. in 1954, and there is every evidence of air assuming a much greater importance in world trade. So far this year, British European Airways has increased the volume of freight carried by 18% over the same period last year; the freight revenue of British Overseas Airways Corporation has trebled since 1949; and both of the independent companies which begun scheduled air cargo services from the United Kingdom this Spring have already increased the frequency of their services. One of them, Airwork, has in its first six months completed 1¼m. ton miles.

Great Potential

Air freight has not been expanding at the same pace as passenger carriage, however, and the aircraft industry, which has been concentrating for 10 years on passenger services, is now turning its attention to the great potential of air freight—and it is the Government's policy to emphasize private enterprise, both constructionally and operationally, in this relatively new field, rather than confine it to the public corporations.

BOAC now have an all-cargo service to Singapore, operated by Skyways under charter, and BEA have services every 24 hours to Paris, Brussels, Germany and Copenhagen via Amsterdam. Airwork flies an all-cargo plane three times a week to New York, and has linking services to Germany and Switzerland, while Hunting-Clan Air Transport goes twice a week to East Africa and will be met from this week onwards by flights of its Rhodesian subsidiary from Salisbury. Cross-channel ferry services such as Silver City Airways also carry a good deal of unaccompanied freight and the car ferry



services have brought into the public eye the advantages of air freight, especially when there is a good link with ground services. It is also understood that Britavia has applied for an all-freight license for a service from the United Kingdom to Australia. These scheduled all-cargo flights are supplemented by Commonwealth and foreign airlines, most of whom fly all-cargo planes as well as taking freight on their passenger craft.

The sort of goods which are sent by air generally fall into two categories—those which have a high value in proportion to their weight, and those which have a seasonal or occasional value. In the first category come gold, jewelry and precious stones, over half of which are airborne. Textiles are another big item. Clothes such as overcoats and women's dresses are in demand at a certain time and they must be supplied then. Canadian retailers are prepared to pay an extra couple of guineas for a 50-guinea frock if it is the very latest mode.

Motor vehicle spare parts are frequently flown abroad, and the realization is growing that the extra cost of supplementing normal surface supplies

in this way could in some circumstances be offset by a reduction in expenses such as storage, insurance, replacement of stolen goods and writing off of obsolete stock. In isolated areas, of course, where road transport is a lifeline and whole harvests depend on motor vehicles, urgently needed parts must often be flown out.

Film Shipments

Film, whether exposed or not, is a commodity which is almost invariably flown, and it accounts for nearly a half of the freight carried across the Atlantic by BOAC. The goods shipped by air are extremely diverse, and no less than 7,500 firms send regular shipments by BEA. Surface shipments to the Middle East carry a high risk of pilferage and, as a consequence, high insurance costs, and many clients in that area insist on delivery by air. Shortage of shipping space may also turn exporters to the air. In the case of East Africa, normal surface freight is subject to a delay of as much as 18 months, and it has been found worth while to send such articles as typewriters and motorcycles in bulk by air.

Superiority in handling also attracts traffic to the air. It is reckoned that packaging a TV set for surface delivery costs £3, while packaging it for air delivery costs about 7s 6d. For these reasons, Pye, for example, are planning to export almost all of their TV sets from next January to distant areas by chartered planes. Increased utilization is another factor favoring air transport. Heavy machinery can be installed and operating in the United States within a day or two of dispatch from the United Kingdom.

In the result, prospects for air freight are bright, and almost all the companies operating all-cargo services are planning to expand. Freight charters are also increasing in numbers, and are sometimes found to be cheaper than sea transport for instruments and other valuable articles. Chartering has hitherto been largely confined to troop movements and transporting marine spare parts.

Cost Factor

Whether the expansion of air freight will be phenomenal or not largely depends on the costs. The disparity between air and sea rates is still such that shippers take air space, normally, only for special reasons. The present freight charges are standard, but it is known that some American and Continental companies would like to bring them down in order to attract custom. As things stand, specimen basic rates per kilo from London are Paris 1s 1d, Cairo 10s 4d, New York 17s 4d, and Sydney 38s.

Discounts are then made for bulk shipments, and also for certain types

of commodity. Some machinery, for example, if shipped in large bulk, would fly for about 40% of the basic rate.

One of the effects of the new emphasis on freight will be the development of new aircraft specifically designed for cargo with minimum operating costs—the Bristol *Britannia* Mark 250 turbo-prop, for example, and the Lockheed C 130, both of which should be ready in a few years' time—and this tendency will presumably help to reduce prices. • • •

BE SPECIFIC

(Continued from Page 14)

ous materials. For example, last spring Mr. Shiba needed a special size of cathode tubes for a transmission station. The nearest source of supply was about 10,000 miles away. Due to a strike the delivery he expected was held up several weeks. By using air freight he got the necessary tubes in time and avoided the penalty he would otherwise have paid for not completing the job by the contract date.

Even within the Japanese islands themselves, which are covered with a vast network of Class A railroads throughout the 1,300 miles from north to south, air freight is in great demand. Shippers who see the advantages of domestic air freight are even more convinced of its advantages for the long haul across the Pacific.

Perhaps that's why everybody involved takes time to talk about air freight services when you call on them in Japan. From the top business executives right through to the traffic

clerks, it was my experience that all were eager to discuss the subject. It's as though they hope to learn something from everyone who walks in concerning their own particular shipping problems.

Each time I had such a discussion, I left with the feeling that I had been talking with a very forward thinking person.

Incidentally, a business visit in Japan is a most gracious occasion. You are ushered into a separate room and are offered green tea, coffee, or perhaps one of a stronger nature. In this relaxed atmosphere you have the feeling that they were just waiting for you to drop by for a visit. And by the time you leave you have made a new friend.

Service Expected

I also discovered during my visit that in Japan a high quality of service is taken for granted. Regardless of whether you're buying something or selling something or just taking a ride in an elevator, service is a key word. It's automatic. And the expectation of service as far as air freight is concerned is no exception.

To meet this expectation Japan Air Lines has, of course, developed a high quality of personalized service. Booking cargo on specific flights, repeatedly checking cargo en route by cable, advance notification of arrival, and the personal handling of individual shipper's problems are JAL services that are taken for granted by the Japanese shipper—and enthusiastically welcomed by the American.

Along with the development of air freight activities, the Japanese cargo agent has come into his own. Just as in the United States, the cargo agent is a key figure to Japan Air Lines. On both sides of the Pacific JAL's policy is not to intercept business, but to turn business over to cargo agents wherever possible. JAL is aware of the great potential of cargo agents, and realizes this policy is going to mean more cargo for JAL and the industry as a whole in the long run.

The Japanese cargo agent has the same problems and headaches as the agent in the United States—documentation, responsibility for proper handling, bookings, and so forth—with the added complication of monetary exchange. This problem is created by currency restrictions and the necessity of a lot more documentation for clearance through Japan's Ministry of Finance. On top of this, there are complicated import and export declarations and licenses which the Japanese

Airwork Atlantic Cargo Confab



Air freight, and nothing but air freight, was on the collective mind of these gentlemen when Airwork Atlantic, Ltd., held its first annual traffic sales meeting in New York recently. Seated (left to right) are: Arthur Disney, chief cargo courier, Airwork, Ltd. (parent company); R. Peyton Burnett, director, Airwork Atlantic; John E. Muhlfeld, president, Airwork Atlantic; C. E. Smith, cargo superintendent-London, Airwork; John Alexander, sales representative, New York. Standing (left to right) are: Alex H. Mossman, vice president, Wendell P. Colton Company; Ralph A. Trankina, regional sales manager, Chicago; Sam Wasserman, James Gray, Inc.; Arthur D. Appleby, Airwork Atlantic sales representative, New York; Douglas F. Bush, regional sales manager, Detroit; Arthur R. Breyfogle, regional sales manager, San Francisco; Frank O. Lucera, sales representative, New York; Fred W. Shinn, superintendent of traffic, New York; Paul J. Dearie, regional sales manager, Philadelphia; Paul Van de Velde, manager of operations, Idlewild; James Cason, sales representative, New York; William A. Barnett, regional sales manager, Los Angeles; Fred C. Hoskinson, sales manager, Airwork Atlantic (Canada) Ltd.; Ralph S. Presnell, chief accountant, New York.

cargo agent must handle for his clients.

The question of air freight versus air parcel post is one point where further clarification is needed in Japan, and incidentally in the United States, too. The air freight minimum in either direction is \$7.00. Eastbound the rates are \$2.25 per pound and Westbound, \$2.74. In addition to this, there is at either gateway a brokerage charge of \$2.00 and pick up or delivery charge of \$1.70. With air parcel post the minimum is \$1.27, and the rates in either direction are \$4.00 per pound.

It's cheaper to use air freight, therefore, for a shipment of three pounds or more, Westbound or Eastbound, including the usual brokerage and delivery charges. This fact is not understood by the great majority of shippers.

As for air freight versus air parcel post with regard to speed of delivery, the shippers I talked with were surprised to learn that air freight shipments reach their destinations at least with equal promptness. My own experience has been that air freight shipments get there even faster. Furthermore, for various reasons a shipper sometimes wants to know delivery date and signature of a given shipment. If it was sent by air freight this can be easily checked by cable, but if it went by air parcel post, getting this information is well nigh impossible.

Just one word of caution for the American visitor in Japan—take along plenty of business cards. The Japanese custom—a most helpful one, by the way—is to exchange cards even at the briefest of meetings. In my two weeks there I collected 283 of them—although I gather that some, particularly those of the girls in the offices, were intended for another American named Holden they thought to be my Cousin Bill.

• • •

MIAMI AIRPORT

(Continued from Page 11)

attention of Riddle Airlines executives, and from then on everything was easy. The whole show, with all its wagons and cages and paraphernalia, was flown to the island capital in a few hours, the elephant included, of course.

Just three or four years ago there appeared in AIR TRANSPORTATION an article about the activities of Ransa Airlines at Miami International Airport. At that time it was reported in awed tones that this airline was flying as many as 1,400 refrigerators a month to Venezuela.

On the basis of reports for the first six months of this year, Ransa is flying as many as 2,500 refrigerators a month. The record for one week was 900.

Less than two years ago Ransa's operations were limited to contracts with only 10 clients. Now it has won a scheduled cargo license, extended its routes in the Caribbean and has more than 500 clients.

One of Ransa's clients then was General Electric International. By warehousing for GE in Miami, the airline was able to give 24-hour delivery direct to the homes of Venezuelan dealers' customers. This arrangement still is in force, and Ransa has made similar deals with other clients.

Pan Am has a somewhat parallel operation. Goods arriving in Miami to or from Latin America can be held up to 30 days in the airlines' warehouse without charge awaiting instructions from consignees for forwarding.

Warehousing Furniture

On a spot check one day, it was found four shipments of furniture totaling 25,000 pounds were in the warehouse on such an arrangement. This furniture was in addition to numerous other varieties of freight awaiting word from consignees.

It is easier to see this development and its effect on the Miami market through the eyes of an airline, such as TAN, which operates in Honduras, El Salvador, Nicaragua, Peru and Ecuador. TAN's Southbound business for the first half of the year increased 18% over the same period of 1954, but its Northbound cargo operations rose nearly 30%.

These gains, according to C. N. Sheldon, executive vice president, largely reflect the growth in Miami of manufacturing and supply houses. He reports that Central American businessmen who formerly went north to make purchases now are signing orders with Miami firms.

Furniture and building supplies suitable for the tropics are moving to an economically-expanding Central America in ever increasing volume. Sales of electrical appliances to these areas are skyrocketing as more cities adopt alternating current for their power. (See *Airline With a Two-Way Job* in April, 1954 AT.)

Coffee and even lumber as well as Central American handicraft items are flown Northward. Strangely enough, TAN reports low-cost pine lumber is one of its most profitable Northbound cargoes.

Crewmen of small airlines always are on the lookout for business for themselves as well as their company. A pilot for Southern Air Transport, a nonsked all-cargo outfit, for example, was able to capitalize on the current

fad of acquiring pint-sized burros as pets.

During a few weeks in the first half of the year, the pilot purchased nearly 150 head of these animals weighing from 40 to 100 pounds in Colombia for resale in the United States. This windfall was in addition, of course, to the 500 head of cattle and other miscellaneous livestock Southern Air Transport flew to Colombia, and thousands of birds, monkeys, snakes and other wildlife handled on Northbound planes.

All the airlines tell the same story—of Latin America's frantic demands to improve herds with registered cattle and flocks with better breeds of chickens. Hardly any plane leaves for a Central, South American or Caribbean center without a consignment of baby chicks.

In the Winter, race horses are shuttled by air from one track to another regularly. Trainers report the thoroughbreds are able to run the day of their arrival. Most of these hops, in special flying stables, are from one to three hours distant.

Pan Am's cargo terminal at Miami handles an average of seven horses, one goat, four cows, two pigs and 10 dogs each month.

Consignments of beavers and minks are flown from the Canadian North woods to form the nucleus of a fur-bearing colony in beaver-less and mink-less Argentina.

These shipments only can be interpreted as further evidence of Latin America's requirements for more things as the peoples' economic position improves.

Perishables

Now the demand is increasing for such fresh vegetables and fruits as lettuce and celery, raspberries and cherries, heretofore virtually unobtainable in Latin America. Add white bread and fresh eggs to the list, particularly to oil-rich Venezuela.

Ransa reports it flies 10,000 pounds of fresh vegetables weekly to Caracas, and Pan Am describes similar cargoes. These are in addition to millions of packages of cigarettes flown by most of the airlines weekly from Miami to Latin America.

In the face of such a mushrooming traffic, the airlines are hard-pressed to obtain enough aircraft. C-46s and C-47s are still the most effective planes for Latin American runs, but their number is limited.

Ransa operates with 23 and Riddle has 21. Pan Am has about the same number of aircraft for its all-cargo business.

Traffic men regard the resurgence of industry in the Netherlands, Germany and Britain and their efforts to regain the Latin American markets only as a healthy competitive sign. They describe recently-developed steamship service through the Caribbean in a similar light.

Free ports have been established at several points in the Caribbean. The Three Bays Steamship line, backed by Arthur Vining Davis, chairman of the board of Aluminum Company of America, has acquired 10 freighters to serve the islands, and has ordered construction of 10 more. By the same token, however, Davis also is reported to have invested heavily in Riddle Airlines.

Effect on Trucking

This tremendous air traffic to Latin America through Miami has forced domestic carriers into activity despite the competition offered by truck and rail lines. Several trucking firms have been created solely as a result of the aerial commerce to Latin America, and Miami International Airport is one of the few terminals with direct service to warehouses adjacent to runways.

The airport maintains its own switch engines on its own tracks, and airlines, geared for speed, avoid demurrage charges as they would the plague. Freight cars seldom remain at warehouses longer than the couple of hours required to unload them for transfer into waiting aircraft.

Despite this surface traffic, the three leading lines chiefly interested in passengers—Eastern, National and Delta-C&S—flew more than 12 million pounds of cargo, air express, and mail through Miami on domestic runs in the first six months of the year.

Riddle Airlines, an all-cargo carrier between New York, Miami and San Juan, totaled more than 10 million pounds, running 16% ahead of the same period in 1954.

Interestingly enough, sales offices of these lines seek out and help businesses which did not exist but a few years ago. Thus they are finding markets in the north for Miami growers of leeches, nuts, mangos, papayas, sapadillos and other delicate tropical fruits.

Miami now is one of the world's greatest centers for the production of tropical fish. (See *Two Jumps Ahead of Competition* in May, 1955 AT.) Airlines say tropicals are one of their best cargoes and easiest to handle as a result of new packaging techniques.

Miami also is the nation's seventh garment center. While some of the airlines fly frocks in hampers, packed in cellophane or merely wrapped in

gummed tape, Riddle offers hanger facilities so dresses may move directly into shops without the need of repressing. (See *Go-Go-Go Airline* in May, 1955 AT.)

While all the lines haul cut flowers and perishable winter vegetables, Riddle also is able to concentrate on this business. On February 10 and 11, for example, Riddle flew 26 flights, carrying nearly a quarter of a million pounds of fresh vegetables.

This, however, was nothing compared to the traffic in cut flowers—lilies, glads and mums—last Easter. The week preceding this holiday, Riddle carried 361,659 pounds of flowers in 31 North-bound flights.

On the peak day, April 7, 132,889 pounds were moved in 11 flights.

Eastern, National and Delta admittedly are envious of such business, and are trying to get as much as they can with the facilities at hand. Only a skyrocketing passenger traffic has kept them from being more competitive, but they warn that before long they will be after freight as hard as anyone else.

National has succeeded in allocating some craft solely for cargo, and Eastern has been operating a fleet of Speedpaks. The 33-foot Speedpaks are cargo carriers attached to the belly of EAL's Connies. Capable of carrying 8,000 pounds of cargo, they can be attached or detached or detached from the plane in approximately two minutes.

This is a make-do arrangement of course. But then that's true of virtually every operation at Miami International Airport, where a \$20 million improvement program will get underway about the time this article appears. When the airport and the lines get on a truly businesslike basis, it's said, the air cargo traffic then will be something wonderful to behold. • • •

TRANSPORT PURCHASES

(Continued from Page 13)

Route	Miles	Hours	Min.
New York—Paris	3,750	6	35
New York—London	3,535	6	15
New York—Buenos Aires	5,415	11	15
Chicago—London	3,950	6	45
Toyko—Seattle	4,770	8	32
Honolulu—San Francisco	2,420	4	30
Honolulu—Seattle	2,785	5	
Los Angeles—Guatemala	2,270	4	15

Cruising speed of both aircraft is 575 miles an hour at 30,000 feet. (Three days after the Pan Am order was announced, a Boeing 707 set a new transcontinental transport record when it flew from Seattle, Washington, to Andrews Air Force Base, Washington, D. C.—a distance of 2,340 statute miles

—in three hours, 58 minutes. Average speed was 592 miles an hour, but the plane reached a maximum of 620 miles an hour. The transport carried 10 people and considerable test equipment.)

The 707 will fly 104 passengers first class or 125 tourist; the DC-8 will carry 108 passengers first class or 131 tourist. There are no immediate plans to build all-cargo versions of the planes. Both models will be combination passenger-cargo aircraft. The KC-135, military sister ship of the commercial 707, has special fittings which will permit its use as a cargo transport.

Exact prices of the Boeing and Douglas jet airliners have not been disclosed. Estimated price per plane is slightly less than \$5 million, not including spares which would add more than \$1 million per plane.

Juan T. Trippe, Pan Am president, declared that the Boeing giants will be placed in transatlantic, transpacific, and South American service in the December, 1958-April, 1959, period.

Pan Am also has on order with Douglas a total of 33 DC-7C *Seven Seas* transports (cost, \$88 million), delivery beginning within the next few months. Propeller-driven aircraft, they will be the fastest and longest-range type in transoceanic service.

Blow to Britain

The sudden bursting on the scene of the two jet airliners is recognized as a hammer blow to Britain's hopes of making inroads on the American-dominated market with its *New Comet* jet transport. Pan Am previously ordered three *Comets*, and according to all available information the order still stands. The *Comet* is a smaller, substantially slower plane than the American jets.

It is anticipated that there will be considerable activity among the competing long-haul airlines to get on the bandwagon and place their orders for the Boeing and Douglas jets.

Lockheed Aircraft Corporation reported that orders by world airlines for four new-model transports during the first nine months of 1955 smashed all company records. It now enjoys its biggest commercial backlog in history (\$340.6 million), and the included commercial airfreighter backlog is at a new high (\$40 million). When 1955 opened, a total of 25 airlines had ordered or were operating Lockheed aircraft. Today the number of airlines stands at 31. The commercial transports currently produced by Lockheed include the *Super Constellation 1649A*, the *Super Constellations 1049G* (pas-

senger) and 1049H (cargo), and the turboprop *Electra*.

TWA has ordered 24 and Air France 12 *Super Constellation 1649As*. Ten *Super Constellation 1049Gs* have been ordered by Eastern; four by Luft-hansa; three by Air-India International; two each by Trans-Canada and Qantas; and five by airlines whose identities have yet to be disclosed. As for the 1049Hs, Flying Tiger has put in its order for 10; Slick, five; and Seaboard & Western and Qantas, two each. The 452-mile-per-hour *Electra* has been purchased by two major United States carriers: Eastern, 40; American, 35.

Airfreighters for Tiger

Flying Tiger's recent order for 10 *Super Constellation 1049H* cargo planes represented the biggest airfreighter order in commercial aviation history. Price of the fleet was reported to be \$20 million. According to Robert W. Prescott, Tiger president, the cargo planes will enable the all-cargo line to lop two hours off its coast-to-coast schedules while capacity will be increased 150%. The main cabin is 83 feet long. Loading is possible through front and rear doors. The rear double door is 9' 4½" x 6' 2½". The main cabin cargo space and two lower compartments can accommodate 5,569 cubic feet of freight; this is nearly twice that of the average railroad boxcar. With a payload of up to 42,600 pounds and a speed of 335 miles per hour, the planes will start joining Tiger's fleet early in 1957.

AIR TRANSPORTATION reported in its September issue that within a 48-hour period Lockheed received orders for seven *Super Constellation* airfreighters—five for Slick, two for Seaboard & Western. The orders represented an aircraft investment of \$11 million for Slick, and \$4 million for Seaboard. Both all-cargo airlines will begin receiving the new planes in January, 1957.

Eastern Air Lines, which places its faith in the passenger business and traditionally casts an uninterested eye at cargo, is entering into a five-year \$350 million expansion program for new equipment. The progressive series of orders includes, in what Eastern calls its transition stage, 40 DC-7Bs and 10 *Super-G Constellations*. In its "second step," the carrier has ordered 40 *Electras*; and when it is ready for its "third step," Eastern will introduce jets. Said Chairman Eddie Rickenbacker:

"At the present time our engineers have not yet completed their evaluation of the Boeing 707 or of the Douglas

DC-8 jet transport designs. Final decision will depend upon the warranties which can be made by both aircraft and engine manufacturers, particularly in terms of our specifications for speed, operating efficiency, safety, and a satisfactory low noise level."

Another new entrant in the big-transport field is the British Vickers 900 *Vanguard*. Planned for delivery in the Spring of 1960, the plane will be acquired by British European Airways. It will be a 425-mile-per-hour turboprop of 93-105 seats, with a range of up to 2,500 miles. The freight area is reported to be of "considerable dimensions." What those dimensions are has not been disclosed. BEA did not reveal how large a fleet of *Vanguards* it is planning to order.

The Vickers *Viscount* 800 series—which offers more freight and passenger capacity than the *Viscount* 700 series, already a successful medium-haul transport (Capital Airlines introduced it in the United States)—will be delivered to BEA next year. Currently, between five and six *Viscounts* are produced each month. A total of 250 are now in service or on order at Vickers-Armstrongs.

Commercial aviation has for some months been waiting for the introduction to international service of another British giant transport—the 100-passenger Bristol *Britannia*. BOAC has 33 of the turboprop planes on order (eight of them on option). The *Britannia*, at present, is undergoing trial flights.

The Convair Division of General Dynamics Corporation is well in the swim with its twin-engine Model 340 *Convairliners* and Model 440 *Metropolitans*. At last report, 52 *Metropolitans* were on order by airlines here and abroad, including National Airlines, Continental Air Lines, Sabena, Swissair, SAS, Aero O/Y, and Real. Cities Service Oil Company also has purchased one, the company stated. Sabena, with a dozen 440s ordered, made the biggest single purchase. SAS has purchased 11, National 10, and Swissair eight. A total of 35 United States and foreign air carriers are operating or have placed orders for Convair transports.

Jack Frye, who once headed TWA as its president and now serves as president and chairman of The Frye Corporation, has unveiled the model of his F-1, a four-engine, high-wing transport envisioned as a replacement for the old DC-3 workhorse. Stress is not on speed (it will cruise at 150 miles per hour and have a top speed of 170 miles per hour) but on safety, economy, and its ability to land on and take off from extremely small fields.

At a recent press conference in New York, Frye (he was one of the men who prompted the development of the amazingly successful DC series of transports) stated that the F-1 was designed from lessons learned from hard experience in past years. This prompted a return to light wing loading—about one-third to one-fourth that of the newest model transports—bringing a reduction in take-off and landing speeds. To be test-flown next year and produced the following year, the F-1 will be convertible from an airfreighter to a passenger liner or combination plane.

The cargo version will feature a clamshell nose and side loading doors at truck-bed height. The unobstructed interior will measure 40' in length, 10' in width, and 6' 6" in height. Payload will range from 8,000 to 10,000 pounds in short-field operations, and 10,000 to 14,000 pounds under less restricted conditions.

As a passenger transport the F-1 will carry 50 to 60 passengers. With the passenger load reduced to from 40 to 50 and a range of 250 miles, the plane will be able to operate in and out of tiny airports half the size required by the DC-3.

Utility, Not Speed

Frye pointed out that in the United States the plane started out as a luxury and gradually developed into a necessity. In many other parts of the globe, the plane is a necessity first, this because of undeveloped roads and poor or non-existent railway systems. Speed is relatively unimportant; the cost of airports is important. The designers of the F-1 had all this in mind when they went to work on it. Frye who had discussed the requirements for such a plane with airline men all over the world, had gathered data and specifications over a period of many years.

The F-1, Frye said, is a plane designed to perform the basic job of transportation. In the beginning, he admitted, his company was not out to sell the United States market. As work progressed, however, it began to appear that the F-1 might be useful in some limited domestic areas. He indicated that several feeder lines "are enthusiastic about it." Seven or eight foreign carriers have seen it, and according to Frye have responded enthusiastically, with such remarks as: "It is a good replacement for the DC-3," and "An airplane like this will revolutionize air transportation in our country."

The Frye Corporation expects to produce the F-1 in Europe and possibly in Latin America as well. • • •

LET'S CONSULT THE AIR SHIPPER

By **WHITNEY BOWLES**

Air Transport Specialist and Consultant on Related Problems



FOREIGN TRADERS who today make effective use of air freight have an invaluable advantage over their competitors in reaching and supplying overseas markets.

First, there is the element of timeliness—getting your product on the market before your competitor while demand is strong and prices are high.

Second, and perhaps more fundamental, are the basic, cost-cutting competitive characteristics of air freight as a regular means of distribution and merchandising: quick capital turnover; lower inventories; reduced warehousing, packing, and handling costs; lower insurance costs resulting from less damage and pilferage; and broader market distribution without permanent fixed capital investment for local manufacturing and distribution facilities.

The competitive advantages of air freight in foreign trade involve more than the simple matter of whether you use it and your competitor does not, for in all likelihood he does or he wouldn't be a competitor. The real competitive advantage of air freight in modern foreign trade lies in *how* it is used and applied to given merchandising or distribution problems. A relatively new technique in these fields, its most effective application and use have yet to be completely formalized in terms of standard procedures. As in most competitive situations, the largest advantage is gained by those with the most information and know-how.

In merchandising or distribution situations in which the application of air freight can be effective, or made more effective, the cost of determining whether such application should be made, or made more effectively, and how it can most effectively be accomplished, is invariably offset by increased revenues and profits to shippers, airlines, and forwarders alike.

That is why many firms engaged in foreign trade find it most effective and economical to utilize the services of a consultant who specializes in such matters. This approach by one such firm, which has been using air freight for some time, resulted in total savings of some 30% in its overall air freight costs.

Alert foreign traders today ask themselves one of two questions: *Does air freight apply to my merchandising and distribution situation?* (In many cases it does, in one way or another.) Or (if he is already using air freight): *How can I use air freight more effectively and more economically?* The basic question in both instances is how most effectively and economically to apply air freight to the problems of merchandising and distribution.

Too frequently too many people never come to grips with the real problems or realize the very real competitive economies and advantages inherent in shipping by air because of the preconceived notion that "air freight is too expensive," or the conviction that "air freight is used only for emergencies." It is true that air freight is frequently used as an emergency measure. It is also true that under such emergency conditions the use of air is liable to be expensive. Most emergency measures are.

Time was in the development of all once new (and too little understood) improvements in communications and transport that they were considered "too expensive" for regular use or "just for emergencies." But who today hesitates to pick up the phone, call long distance, send a wire or cable, or otherwise regularly use any of the many "modern" conveniences which have become necessities in our every-day life? They are necessities because they have become an integral part of our way of doing business. They are necessities because even though they may have a relatively high *apparent* cost, basically they represent economies either in time or eventual overall total costs.

(Continued on Page 90)

Facts and Figures

United States Airlines

Flying Tiger: A net income of \$400,188 for the last six months of its 1954-1955 fiscal year, ending June 30, was reported.

National: The airline earned its highest net operating revenue in its history during fiscal 1955, ended June 30. Net operating revenue were \$6,604,576 in contrast to \$2,987,761 last year. Net profit was \$3,075,778 (\$3.01 per share) as against last year's net profit of \$4,465,743 (\$4.42 per share).

Pacific Northern: New record highs were established during June and July. Cargo ton-miles during the two months reached 665,623, a 10% increase over last year's figures for June-July.

Pan American: A total of 480,690 pounds of cargo was flown over the Atlantic during the month of August. This represented a 44% increase over the same period a year ago. A 40% rise in transatlantic cargo is reported for the first eight months of 1955 as against the same period in 1954 (3,971,198 lbs. versus 2,835,172 lbs.). . . . Between August 15-September 17, the first five weeks of the new IATA transatlantic cargo rates, traffic jumped 59% (687,969 vs. 431,976 pounds).

Riddle: A total of 952,854 revenue ton-miles was flown during August, hauling 1,209,903 pounds of freight. During the first eight months of this year, Riddle transported 12,513,224 pounds of freight. . . . Operating revenue for fiscal 1955, ended June 30, was \$3,279,301, compared with \$2,296,998 in fiscal 1954. A net profit of \$416,231 before taxes. Net income after taxes totaled \$359,231, as compared with loss of \$11,672 the year before.

Slick: A record total of 4,320,379 ton-miles of freight was flown during September—14% more ton-miles than the cargo airline's previous record for the month set four years ago, and 10% higher than the August mark. These figures are exclusive of Slick's charter volume.

Seaboard & Western: Net earnings of \$551,031 after taxes (93¢ per share) were reported for the third quarter ending September 30. Gross revenues for the third quarter (\$5,919,976) were at an all-time high. Gross revenues for the January-September period reached \$13,514,562, as against \$4,099,753 for the same period of 1954.

United: August freight ton-miles (4,043,000) climbed 16% over the August, 1954, total. Express ton-miles (1,125,000) was up 3%. A record of 185,064 freight ton-miles was established on August 24. Old single-day record was 179,852, set last May 26.

Foreign Airlines

BOAC: Here's a new all-time high for revenue cargo on the British air carrier's United States-Britain routes: 150,600 pounds. This represents a 28% increase over June. Westbound total was up 30.4% over the previous month, and Eastbound increased 26.3%. These figures cover only scheduled flights.

KLM: During the first-half of 1955, 18,493 tons of freight and 2,979,489 tons of mail were flown. This compares favorably with the first-half of 1954 freight total of 15,069 tons and mail total of 2,876,748 tons.

Sabena: The report for the year 1954 shows that freight traffic increased to a greater extent than passenger traffic. Freight accounted for 27% of the total tonnage carried.

Air Freight Forwarders

Emery: Net income for the six months ended June 30 was \$128,200, equivalent to 39¢ per common share. Last year's total for the same period was \$23,600, or 7¢ per share. Gross revenue rose from \$2,475,600 (96,169 shipments to \$3,197,300 (116,019 shipments).

Aircraft Manufacturers

Lockheed: Sales in the first half totaled \$372,751,000, slightly lower than the corresponding period last year but up 13% from the previous half. Earnings as of July 3 were \$9,089,000, or \$3.21 per share.

Interline

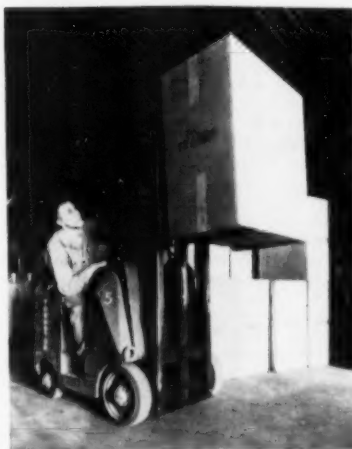
Seaboard & Western: Interline cargo agreements have been signed with three important carriers of air freight—**American, United, and BOAC.** In the case of American and United, the agreements make it possible for shippers in coastal and inland cities served by the two domestic air carriers to make transatlantic shipments on a single airwaybill to Seaboard terminals in Western Europe and the Middle East. Similar benefits are gained on Westbound freight movements across the Atlantic to the points served by the two transcontinental airlines. The agreement with BOAC represents the first time a foreign carrier has signed such a pact with Seaboard. Here, too, the use of one airwaybill will come into play in the movements of cargo over BOAC's routes and Seaboard's services.

International Air Transport Association

A Traffic Conference No. 1 decision has raised the ceiling on cargo agency appointments in that area in order to permit the certification of more cargo sales agents. This will allow a limited number of new cargo agencies in 1956. Of interest to cargo agents are changes in IATA rules for accounting procedures and follow-up which have been designed to make the billing process more realistic and flexible. IATA has reformed its policy against the certification of non-commercial organizations, either public or private, as sales agents. This, in effect, bars the recent suggestion that the United Nations be so recognized.

Materials Handling

Caloric Stove Corporation of Topton, Pennsylvania, has solved a costly handling problem by equipping a 2,000-pound capacity Towmotor fork lift truck with special tapered, polished, and waxed forks. These job-planned forks permit one-man transportation and storage of heavy, unpalletized packing cases, and later removal of the cases from storage for shipment. To accomplish this, the forks are waxed so they will slip easily under the boxes, eliminating the need for pallets. The use



of polished and waxed forks is just one of the fork lift truck handling operations that have helped reduce handling costs 66% for Caloric Stove. This finished product handling method and other materials handling methods throughout the plant, are described in a four-page folder available on request. (See *Come 'n' Get It*, Item No. 42)

Military Transport

The first of Lockheed's 33 "triple duty" C-121C *Super Connies* was phased into MATS transatlantic operations last month. Assigned to the 1608th Air Transport Wing at Charleston, South Carolina, the big ship can be converted from a 75-passenger transport to a 14-ton capacity airfreighter or hospital plane in a maximum of four hours. Top takeoff weight of the 116½-foot transport is 133,000 pounds. Wingspread is 123 feet. The *Super Connie's* all-magnesium floor is sturdier and stronger than its wooden counterpart.

New Offices

AVIANCA

New York—United States headquarters have moved from the Chrysler Building to 342 Madison Avenue.

BOAC

Philadelphia—A new sales office has been set up on the 15th floor, 3 Penn Center. Jack H. Candy is Philadelphia district sales manager.

EMERY AIR FREIGHT

Columbus—An office has been opened in the Administration Building, Port Columbus Airport. Under the management of Thomas L. Gaghegan, it is the 30th office in the company's system.

JAPAN AIR LINES

Washington, D. C.—The seventh district office has been opened at the corner of K and 15th Streets. Charles S. Hagerdon heads the office as district sales manager.

LUFTHANSA

San Francisco—An office has been opened at 323 Geary Street. It is headed by Captain Fred C. Mensing, commercial advisor.

Packaging

The IATA Traffic Conference has completed the IATA Restricted Articles Code, the first universal agreement in transport history on the packaging, labeling, and stowing of goods requiring special handling. The Code probably will become effective throughout the world by the beginning of next year.

National Container Corporation has announced a new paperboard product called Fanfold. It is a continuous sheet for custom packaging, in lengths specified by the customer and in bundles folded lap on lap accordion style. Fanfold is presented as the solution to the problem of the shipper with a variety of products of varied shapes and sizes, who would otherwise be required to stock a multitude of box sizes and even then would not provide fully for his needs. Custom preserved longitudinally according to individual specifications, Fanfold makes packaging of odd shapes and sizes easy. A single fold can be formed into a wide range of dimensions.

Fanfold, marketed exclusively by National Container, comes in bundles of 1,400 to 1,600-foot lengths in the single wall board and in 800-foot lengths in the double wall board. The folds can be specified in any dimension within the range of four to eight feet in lengths and 78 to 85 inches in widths. It can be furnished in all grades of corrugated board both single and double wall. By the use of Fanfold there is a saving in individual package costs, National Container points out, because the board is purchased at bulk paperboard prices. In addition there is a saving on delivery and handling costs because bundles weigh less and are more easily handled than the equivalent in corrugated containers of the conventional type. Freight, express, and parcel post charges are less because there is no extra board used. (See Item No. 55, *Come 'n' Get It*, in this issue.)

Rates

Riddle: Effective November 16, Riddle Airlines will reduce New York-to-Miami freight rates by from 12% to 14% on 58 different commodities. Charles L. Hood, vice president-sales who made the announcement, further stated that two weight breaks have been added with reduced rates at 5,000 and 7,000 pounds. Rate reductions apply to such commodities as wearing apparel, aircraft parts, cosmetics and drugs, electrical equipment, and/or parts, fabrics, printed matter, shoes, sporting goods and/or equipment, and toys. Hood expressed the belief that the rate-slashing move "will make air freight economically feasible and inviting to a broad new group of shippers who have not used air freight extensively from New York to Miami in the past."

American: A new class of air freight service—deferred air freight—has been proposed by American Airlines in a tariff filed with the CAB. Deferred air freight would be hauled at new and substantially lower rates, C. P. Speers, senior vice-president—sales, said.

The proposed new class of air freight has been attacked by United Air Lines as being "discriminatory" and has charged

that costs would be out of line with the rates.

Speers said that deferred air freight service was aimed at providing a more rapid service than normal surface transportation at comparable rates. He said that "it is made possible because shipments will utilize the large cargo capacity on our many DC-7 transcontinental passenger schedules. Tariff conditions are designed to attract a special kind of shipment which can be accommodated on these aircraft." The service offered by the transcontinental airlines will apply to both directions. Deferred air freight service, it is hoped by AA, will attract new traffic now moving by surface means and will divert little from existing air cargo traffic (air freight, air express, and air parcel post). Following are the conditions governing the proposed service:

► Shipments originating on the East Coast will not be released to the consignee on the West Coast until 5 p.m. of the second day following shipment.

► Shipments originating on the West Coast will not be released to the consignee on the East Coast until 5 p.m. of the third day following shipment.

The new service is subject to the following general regulations and rules, applicable to each shipper:

(a) That shipments shall be distributed over at least five consecutive days in such manner that (1) a minimum of 15% of the five-day total must be shipped on each day; that (2) no more than 25% of the five-day total may be shipped on any one day, and that (3) a minimum of 500 pounds per day be shipped.

(b) Maximum weight of any single package will be 100 pounds, and maximum dimensions of any single package will be 24 by 36 by 45 inches.

(c) *Rates: Eastbound*—Los Angeles to New York, \$12 per 100 pounds; San Francisco to New York \$12.50 per 100 pounds; Los Angeles to Washington, D. C., \$11 per 100 pounds; San Francisco to Washington \$11.50 per 100 pounds and Los Angeles to Chicago, \$10 per 100 pounds. *Westbound*—New York to Los Angeles \$15 per 100 pounds; New York to San Francisco \$15.50 per 100 pounds; Washington, D. C. to Los Angeles \$14 per 100 pounds; Washington to San Francisco \$14.50 per 100 pounds and Chicago to Los Angeles, \$13 per 100 pounds.

International Air Transport Association: The new system of North Atlantic cargo rates which went into effect August 15 (see August, September, October issues of AIR TRANSPORTATION) has been revalidated by the IATA Traffic Conferences until December 31, 1956 with minor changes. The Commodity Rates Boards for the North Atlantic route have been instructed to analyze closely the results of the new system, which offered air shippers substantial reductions within the framework of 48 broad categories of commodities.

Air cargo rates remain largely unchanged elsewhere in the world. There have been increases in approximately 5% on the South Atlantic route; and rates between Europe and the Middle and Far East, not including Australia and New Zealand; and from Europe (southbound only) to points in Africa. In other regions the normal structure of specific commodity rates will be continued; however, several of the Commodity Rates Boards will be amalgamated for the purpose of improved efficiency. The latter have been instructed to seek greater uniformity in commodity

descriptions as between the various areas.

The Cargo Development Working Group, which IATA set up a year ago to develop a campaign to expand air cargo traffic, has been renewed. It is understood that the Group will be enlarged and will be composed of senior executives of airlines operating at least one all-cargo service weekly. Said Hugh B. Main, chairman of the Traffic Conference:

"It has been changed to concentrate on broad policy, rather than on rating and documents. They will be asked to think in very broad terms of how we can carry far larger cargoes over a very long future. They will also be asked to reduce the complexity of cargo rating and selling, so that the man in the street will not only realize the advantages of air cargo, but will be able to understand how to use it as well."

Pan American: Pan Am and a group of small Caribbean air carriers known as the Caribbean Air Transport Association will discuss suggested compromises to prevent what might turn out to be a cargo rate war on routes connecting Florida and Central America. Whatever decisions arise from these talks must necessarily be approved by the CAB.

Services

United States Airlines

Braniff-United: Through service between the Southwest and the Pacific Northwest has been reopened. Service calls for a daily DC-6 flight between the Northwestern cities of Seattle-Tacoma and Portland and the Southwestern cities of Oklahoma City, Dallas, and Houston. Intermediate stops are at Boise, Salt Lake City, and Denver.

Capital: A new nonstop service has been opened between Atlanta and Norfolk on flights also serving Baltimore, Washington, and Newport News.

Flying Tigers: Daily scheduled air freight service has been opened between Minneapolis and Newark. Departure from Minneapolis-St. Paul is at 6:45 p.m. with next-morning arrival at 9:35 a.m. Flight is routed via Milwaukee, Detroit, and Cleveland. C-46 equipment is used.

National-Pan Am-Panagra: Daily through service between New York, Washington, Miami, Panama, and nine South American cities is now in effect. The CAB-approved interchange agreement brings the flights over National's New York-Washington-Miami route, Pan Am's Miami-Panama route, and Panagra's Panama-Buenos Aires route. South American cities served include Cali, Quito, Guayaquil, Lima, La Paz, Santiago, and Buenos Aires.

Northwest: Direct service between New York and Chicago opened October 30. There are 10 flights a day—four Eastbound, six Westbound.

Pacific Northern: Service to Ketchikan and Annette Island has been opened. Constellation equipment is used.

Pan Am: Through flights by *Constellations* between Mexico City and Panama have been inaugurated. . . . *Constellations* have replaced *Convairs* on the route segment between El Salvador and Panama. . . . Direct flights between New York, Ciudad Trujillo, and Port au Prince are now in operation.

TWA: Another transatlantic all-cargo

flight has been added to TWA's international schedules. European points served on the Eastbound schedule are Shannon, London, and Frankfurt. Westbound flight departures from Paris . . . one-plane intercontinental air service from California to London and Frankfurt with *Super-G Constellations* is scheduled to be inaugurated November 1. *Super-Gs* will fly non-stop from San Francisco and Los Angeles to New York, from which point they will hop to London. Service will continue to Frankfurt. Time-saving on the California-Frankfurt run will be four hours. Total elapsed time for the 6,000-mile flight from Los Angeles to London will be 21 hours, five minutes. Departures from San Francisco will be every Friday, from Los Angeles every Sunday. Return Westbound flights originate on Wednesdays and Fridays.

United: Nonstop scheduled between the Pacific Northwest and the Midwest was opened October 31 with daily nonstop flights from Portland and Seattle-Tacoma to Chicago. DC-7 transports are operated.

Foreign Airlines

BOAC: Another all-cargo flight has been added to the London-Far East operation. The airfreighter leaves London Airport every Sunday at 10:50 a.m., en route to Singapore. Intermediate stops are at Tripoli, Cairo, Bahrain, Karachi, Delhi, Calcutta, and Bangkok. . . . The four-weekly Manchester transatlantic services are now operating through Burtonwood Airport, near Manchester, on a temporary basis.

Japan: As of November 1, Westbound flights depart San Francisco every Tuesday, Thursday, and Saturday at 11:30 a.m. Arrival at Tokyo International Airport is at 9:30 a.m. Thursdays, Saturdays, and Mondays. Eastbound flights leave Tokyo at 9:30 p.m. Tuesdays, Thursdays, and Saturdays, arriving at San Francisco at 9:40 a.m. Wednesdays, Fridays, and Sundays.

Trans-Canada: Two more *Viscount* schedules have been added to the New York-Montreal service, bringing to 10 the number of *Viscount* flights daily in and out of Idlewild. In addition, there are 10 *Viscounts* daily between New York and Toronto.

LET'S CONSULT

(Continued from Page 88)

So it is with air freight. As an emergency measure infrequently used, it is likely to be more expensive than other regular means of transportation. As an integral part of a regular method of merchandising and distribution, it can be the means of very real ultimate economies and competitive advantages.

Many companies use a good deal more air transportation than they realize. They use it regularly in the form of air mail, air parcel post, "emergency" air express and air freight shipments, from time to time. Frequently such use of air transportation is made without any overall policy or method of procedure, sometimes even without real awareness of the very large extent such services are used on a regular basis, or accurate knowledge of the overall total cost.

This can result in the total cost for all such services being higher than they should be. A situation of this kind can also result in a firm paying for what they believe to be premium service which they do not actually get. Put another way, effective integration of such use of air transportation can result in getting better service at less cost.

For example, some months ago a major appliance manufacturer, who regularly uses air freight in foreign trade, concluded that his air freight costs were out of proportion to the services being rendered. The traffic manager, alert to the competitive advantages of air, but also aware of the costs under circumstances such as those described, decided to obtain a specialist in this field to make an analysis of these costs, recommendations for routing, and to develop the possibilities for consolidation of air freight, air parcel post and air mail, in so far as possible, to the firm's far-flung markets throughout the world.

The results were most interesting. They were not only interesting, they saved the company approximately 30% in overall air shipping costs. At the same time, they resulted in the company's getting more for its air freight dollar in terms of better and more efficient service—a double savings in air transportation.

Study of this company's use of air transportation services covered a cost comparison of rates and charges applicable by the various routings and choice of carriers, direct and indirect, and freight forwarder services available to destinations used. A service comparison also was made of the various routings and handling available on the same basis. Paperwork was studied and its attendant costs analyzed according to alternative handling available. Pick-up service and costs were similarly studied. And finally, careful study and analysis of all handling procedures and techniques were made.

Significant Savings

The result was a savings of 17% in air freight charges, 35% in pick-up costs, about 20% through consolidation of air mail, air parcel post and air express, plus savings in cost of paperwork and documentary charges for an overall total savings of almost 30% in airshipping costs. A further result was establishment of handling procedures which not only represented the lowest combination of cost factors, but the best available service consistent with realistic economy.

Effective application of air transportation in merchandising and distribu-

tion requires careful consideration of the way in which it is used. Methods and procedures are all important, for there are several approaches to the problem all of which are effective for their given purpose. They are not, however, all effective or the most economical in all situations. The difference lies in the particular set of conditions and requirements combined in a given merchandising-distribution situation.

Basically all air transportation is performed by the airline—the direct air carrier—but as in surface transport, air transportation has its indirect air carriers: the consolidators and the air freight forwarders.

An air freight shipment, therefore, is susceptible to handling in one of four distinctly different ways:

- ▶ Directly by the airline—the direct air carrier.
- ▶ By the consolidator—the indirect air carrier.
- ▶ Through an air freight forwarder, as agent for the airline.
- ▶ Through a combination of the air freight forwarder as agent for the consolidator, who in turn puts the shipment on the direct airline carrier as part of a consolidation.

Each method of handling has its own advantages and economies when prop-

erly used under appropriate applicable conditions. All applicable factors should be considered in making the most effective and economical application of air freight to a given merchandising or distribution problem.

Consideration of these factors is more complex than a simple choice of method, for there are frequently several services to choose from which differ in rates and services offered. Certain services are also better to certain destinations than others. This is not to say that using air freight is complicated. It is not. In fact, in many ways—particularly paperwork—it is far simpler than surface transport.

Complexity arises in making the most effective application of air transportation, and choice of services and procedures used. That is why many firms find it most effective and economical, as in other fields such as accounting, advertising or law, to utilize the services of a consultant who specializes in such matters.

With possible savings of as much as 30% in your present air shipping costs, as well as its other basic cost-cutting competitive advantages, can you afford not to take another, closer, look at air transportation as an integral part of your merchandising and distribution procedures? • • •

NEW EQUIPMENT FOR THE *Shipper & Carrier*

GorDag Industries, Inc.: Complete elimination of waste, fast and accurate application and simplicity of operation are three features of the Tape Rite applicator, a new one-hand dispenser for all pressure-sensitive tapes, the manufacturer reports. The Tape Rite can be used wherever mask-



ing, sealing or joining tape is required. Tape pays out of the applicator and is firmly attached to the job surface by a

resilient steel "finger"; when the correct point is reached, the unit is rolled over, and the serrated edge of the "finger" cuts the tape in the desired spot. Tight construction of the Tape Rite keeps tape clean and moist, the manufacturer states. The tape cannot be twisted or snarled, and economy is claimed because of waste elimination and ease and speed of application. Made of steel and finished in green metallic enamel, the unit will accommodate tape $\frac{3}{4}$ " or 1" wide with a standard 3" core. Weight is only 12 ounces. See Come 'n' Get It, Item No. 25.

Lipton Manufacturing Company, Inc.: A new heavy-duty gummed tape dispenser called the Seal-O-Matic 55 for reinforced as well as regular tape has been developed by the company. The machine is built for heavy shipping and complies with Rule 41 Amended, which allows two strip center-seam sealing with reinforced tape. The Seal-O-Matic 55 will automatically dispense, moisten, measure, and cut reinforced gummed tape in lengths adjustable from $2\frac{1}{2}$ " to 36" in one stroke. The easy-to-set feed stop and visual measuring scale on the front of the machine reduce to a matter of seconds the time required to set the automatic dispenser to the exact length of tape required. This model has about half the number of parts commonly found in machines of its class. Jamming of tape is impossible. A side bottle maintains water level in a large tank. Completely enclosed except for small viewing windows in the rear sidewalls, it is a compact unit which takes up little bench space and can be moved readily from spot to spot. Operation is further simplified by a self-adjusting moistening device, with two heavy-duty, pure bristle

brushes and a large reservoir with visual level. All parts in contact with water are described as fully rustproof, made either of aluminum or brass. The model also includes a lifetime stainless steel blade.

Mercury Manufacturing Co.: A hand truck, suitable for all light duty work, has been developed by the company. Besides general warehouse and industrial use, it can be used in shipping rooms, freight terminals, etc., and it can also be equipped with towline attachments for both overhead and under-floor conveyor lines. The new hand truck, designated as Model A-209MD, has a capacity of 1,500 pounds. The deck and longitudinal channel sides are formed of 12 gauge sheet steel with 2" channel iron (both longitudinal and transverse) providing intermediate support. Wheels are 8" x 2" metal base with demountable rubber tires, felt sealed bearings and one piece hub assembly. Tires have a steel base backing for easy replacement. Standard deck size is 32" wide x 72" long x 12" high. Also available is the 32" wide x 40" long deck size and 6" x 2" wheels.

American Pulley Co.: An important design refinement on certain models of the company's all-steel, two-wheel hand truck line is announced. Affected by this design change are 17 sizes and models of American hand trucks for handling a great variety of products including boxes, barrels, and bags. These trucks, heretofore of bolted construction, will now be manufactured as complete welded units, thus forming smoother, more rigid trucks. Wheel sizes and axle locations have been changed in some models, providing better balanced, easier-rolling trucks, and making it possible to "break" loaded trucks with little effort. In addition, these trucks are now equipped with smooth, sturdy pressed-steel noses for greater strength with less weight. It is emphasized by the manufacturers that these redesigned trucks do not make obsolete any American trucks now

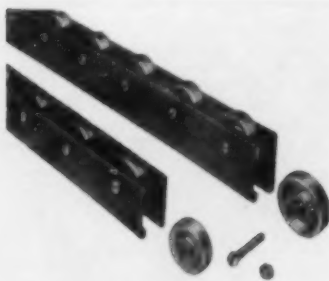
in the field or in distributor stocks across the country. This is a design refinement, retaining all of the basic, well-accepted features of the American line.

Rapids-Standard Co., Inc. A new permanent-type support stand for mounting gravity and power conveyors to the floor has just been announced by the company. Called Rapistands, the new supports have telescoping steel legs for height adjustment, secured by four serrated nuts for rigid, safe operation. The Rapistands can



be had in a variety of widths to match conveyor sizes, and in choice of height adjustments to meet job conditions. Capacities range from 2,000 to 4,000 pounds per stand depending on size. The new Rapistand replaces the former slotted stand for permanent installations of Rapistan conveying equipment.

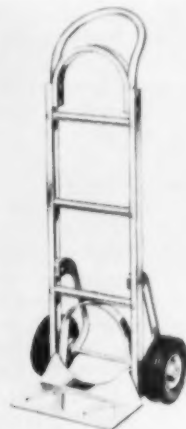
Another new product of the company is a lightweight gravity wheel strip conveyor called Rapistan Flow Track. It is available in two standard sizes, each with a choice of three wheel spacings for handling a wide range of materials. An exclusive Flow Track feature is the method of wheel mounting to give two-point axle



support that provides maximum resistance to bending under loads. Hug lock nuts hold wheel assembly securely, and wheel bearings are lubricated for life to roll smoothly for years without maintenance. A standard 10-foot section of Flow Track with supports on five-foot centers has a distributed load capacity of from 400 to 750 pounds, and weighs only 15 to 24 pounds for easy set-up and storage. The new Flow Track has wide application for handling packages, cases, cartons, pallets, sheet stock, cylindrical objects and many other materials. It can be used with other types of conveyor, may be mounted on stands, laid on the floor, or set on work

benches to reduce manual handling. See **Come 'n' Get It, Item No. 24.**

Milwaukee Truck Co.: A new magnesium metal hand truck, reportedly strong as steel but weighing one-third less than comparable trucks made of steel, has been introduced. Because of the extreme light weight of this truck, the company says, more material can be moved faster, saving hours and dollars in handling time and cost. Named the load floater, the magnesium truck is particularly suitable for use on delivery vehicles. Its light weight makes for effortless lifting on and off the truck. Loads are moved faster and easier. The U-shaped handle provides a handy device for hanging the load floater when not in use. It has a full 45 1/2" loading height and 7" x 14" nose plate, to handle heavy loads. The curved offset handle permits full-height loading of the truck, as well as protection for the trucker's hands.



The Load Floater is constructed of shock resistant magnesium. Sturdy bolted construction provides maximum durability and service life. Model MT1 is equipped with big 8" x 2.50" puncture-proof tires for use on rough or soft surfaces. Model MT2 is equipped with 6" x 2" puncture-proof tires for use on smooth surfaces. Both styles of wheels are fitted with free-rolling ball bearings for additional ease of operation.

Bassick Co.: A new impact-proof clamp for transit cases, shipping and storage containers has been announced by the company. Unlike over-center or cam-action clamps, the new clamp—with multiple 70-pound springs to cushion shocks—has suc-



cessfully passed the severe drop and tumbling tests required, according to Bassick. The springs are never overstressed in
(Continued on Page 94)

MICRO-SWITCH

MICRO SWITCH is distributed by PEERLESS. MICRO SWITCH precision switches are small in size, high in electrical capacity, long in life. TS toggle switches give superior performance as well as conforming to AN and/or JAN specs. MICRO SWITCH is one of dozens of major manufacturers who select PEERLESS as a Distributor.

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23 Complete details on a hand truck suitable for all light-duty work. Capacity of truck is 1,500 pounds.

24 Information on a new light-weight gravity wheel strip conveyor which can handle an extensive range of materials.

25 Information on an improved-type one-hand dispenser for all pressure-sensitive tapes.

26 Here's a new bulletin describing and illustrating the 6,000-pound capacity Mercury Model 630 sit-down, center control fork truck.

27 New all-freight schedules of the Flying Tiger Line.

28 *How's Your Air View IQ?* is an interesting booklet containing aerial photos of a number of United States cities, coupled with some arguments on why to use air express.

29 Descriptive material on the Barrett Model TTF-20 Hi-Lift walking-type telescopic tilting fork truck, designed for the economical moving and storing of pallet loads.

30 How to get an extra dividend from the money you spend on your postage will be found in the helpful and interesting handbook, *Guide to Postmark Advertising*.

31 Here's a four-page illustrated bulletin which shows the features and uses of one manufacturer's overhead trolley conveyors.

32 Now available is an interesting broadside which provides 24 cost-cutting ideas with industrial trucks, taken from all major industries. Standard-type and specially designed models are covered.

33 Are you thinking of adding a lift truck to your materials handling equipment? You may want to consult the reprint, *How to Select a Lift Truck*.

34 Shippers of products weighing up to 100 pounds may be interested in reading a new brochure illustrating the various uses of a semi-automatic round steel strapping machine reportedly capable of 15 ties per minute. Illustrated uses range from the strapping of corrugated cartons to newspapers and welding rods.

35 New single-page bulletin describing and illustrating a low-cost gravity wheel conveyor strip. Shows how conveyor strip can save handling costs four different ways.

36 Designed for shippers and users of international air freight, here's BOAC's new booklet providing air cargo rates on the airline's transatlantic services. Gives concise listing of BOAC's normal rates from New York to 133 overseas points. Also outlines collect and COD services, valuation charges, insurance premiums, commodity rates, etc.

37 Illustrated bulletin giving one manufacturer's complete line of magnesium hand trucks. Includes specifications, technical data, and a hand truck selection plan.

38 How does modern materials handling equipment pay for itself out of its savings? Here's an interesting little folder which provides all the details.

39 Planning a trip to another country? Ask for this valuable folder which lists import regulations, weights and measures, foreign money regulations, and currency conversion.

40 Sample copy of the *American Import & Export Bulletin*, leading foreign trade monthly. Features vital data, news, and articles.

41 Illustrated brochure on a magnesium hand truck designed to ease heavy loads up and down stairs and curbs with minimum effort.

42 An interesting materials handling job study which shows how a manufacturer of stoves was able to reduce handling costs 66% through the use of a fork lift truck.

43 Descriptive material on the Mohawk Midgetape, pocket-sized, battery-operated tape recorder, which has been found by traveling business executives to be extremely useful in a variety of ways. Will record important data, dictated letters, conferences, etc.

44 Here's a handy little currency conversion calculator, together with another calculator for weights and measures. Excellent for the shipper.

New Items This Month

It is the policy of the editors to retain each *Come 'n' Get It* item for a period of three months.

The items added this month are numbers 43 to 63 inclusive.

45 A well-known international freight forwarding firm is offering an eight-inch plastic ruler. Good pocket-size.

46 Case histories of bulk packaging are illustrated in a newly issued brochure. Cites specific benefits and economies which have resulted from adopting "king-sized containers."

47 Air Express International Corp.'s new memo tariff which lists 50,000 air cargo rates to all world destinations. Reputed to cover a wider range of commodities than any other carrier.

48 Ask for Air France's tariff showing reduced specific commodity rates.

49 Booklet describing the air freight services jointly offered by KLM Royal Dutch Airlines and American Airlines.

50 We recommend this handsome 64-page booklet, *Picture of an Airline*, which gives you the complete story of one of the world's top international air carriers, KLM Royal Dutch Airlines. Well-illustrated.

51 Available for group showings is United Air Lines' new color-sound motion picture, *Points East*, which offers an interesting cross-section of the Eastern United States.

52 *How to Get the Most Out of Your Trip*, is the title of a series of seven pocket-sized booklets which will tell the traveler how to get the most out of his trip. The booklets cover the countries of Panama, Colombia, Ecuador, Peru, Bolivia, Chile, and Argentina.

53 Available to shippers, Seaboard & Western Airlines' North Atlantic Air Freight Tariff Memo.

SPECIAL SERVICE DEPARTMENT

55-11

AIR TRANSPORTATION

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45	46	47	48	49	50	51	52	53	54	55
56	57	58	59	60	61	62	63	■	■	■
■	■	■	■	■	■	■	■	■	120	121
122	123	124	125	126	127	128	129	130	131	132

54 Information on Barla's air service to the Caribbean and Brazil.

55 Interesting booklet on Fanfold, a new paperboard product for custom packaging. Presents the answer to numerous packaging problems of shippers.

56 Here is a new bulletin which specifies the advantages of Raymond's heavy-duty electric Reach Fork Truck.

57 Want to know about international air parcel post? Ask for *How to Make Your Business World Bigger*.

58 Attractive, four-color folder describing in detail the new KGA51 series of industrial lift trucks with Yale Torque Transmission.

59 New six-page bulletin describing Baker-Raulang's line of battery-powered fork trucks.

60 Here's the first of a series of "fact folders" designed to help in the selection of the right materials handling equipment for specific operations. This one is on Townmotor's new 500 Series of fork lift trucks.

61 Wall-size map of the United States in color showing TWA's air cargo routes, including interline points. Inset also shows the airline's overseas routes. Excellent for all shippers.

62 Leatherette-bound *Memorandum Tariff and Destination Guide* of Pan-Maritime Cargo Service, Inc., containing information on documentary requirements of various countries as well as a comprehensive schedule of lower-than-airline cargo rates to all destinations.

63 Want to receive an interesting monthly bulletin devoted to current news of the air charter market? Concise, newsworthy, and loaded with information for all individuals concerned with the effective transportation of merchandise.

120 *Package Laboratory News*, an eight-page booklet illustrating a variety of outstanding packaging jobs.

121 Interested groups may wish to borrow one or more of five interesting 16 mm. color films. Titles: *Along Japan's Highway*; *Holiday in Japan*; *Gateway to Japan*; *Kimono*; *Colorful Nikko*.

122 The 1955 *New York State Airport Map and Directory*, showing 263 landing facilities and 700 air-marked communities.

123 The 1955 edition of the *Pennsylvania Aeronautical Chart*, featuring Omni Stations and Airways.

124 Here's a new eight-page brochure illustrating and describing the application of the steel strapping equipment and accessory items of one manufacturer.

125 Air Cargo Memorandum Tariff of Sabena Belgian World Airlines.

126 Enlightening area study on Ecuador, part of a series of reports on *Government's Role in Latin America's Development*.

127 Here's another one of those excellent folders produced by the Air Express Division of REA. This one is called, *Whodunnit?* It's "a capsule commentary on notable achievements in graphic arts."

128 All about Pan American World Airways' Family Fare Plan—this one written with the woman in mind.

129 New 28-page catalog showing the complete line of Rapiplan casters and wheels for light- and heavy-duty use on all types of portable equipment.

130 Nine persons tell how they saved mailing time, cut postage costs, and gained a new postal convenience with metered mail. Read *What's Right with This Picture?*

131 New bulletin which lists the complete range of Baker-Raulang industrial trucks.

132 Descriptive literature and tariffs of American Shippers, Inc., domestic and international air freight forwarders.

NEW EQUIPMENT

(Continued from Page 92)

us". Featuring a large locking pick-up range, the clamp doesn't require precise mounting. It operates easily and positively under all weather conditions—even when iced up.

Sturdy and compact, this lightweight fastener is currently manufactured for recessed applications, but the design can be modified for embossed or ribbed installation.

Hamilton Caster & Mfg. Co.: A heavy-duty freight truck designed specifically for freight handling in terminal, dock, warehouse and freight carrier operations, has been introduced. The hand truck



combines compactness with heavy duty construction for applications where rugged service is required and where various size and shaped cases, crates, bundles, etc. must be carried. Constructed of hardwood and steel, the truck is equipped with either semi-steel or molded-on rubber tired wheels. Increased capacity and efficiency in handling merchandise of various shapes and sizes is accomplished by two additional vertical center straps extending up to an extra cross strap at the top. Rated load capacities are 1,000 to 1,800 pounds.

Titan Products Co.: A newly developed one-ton capacity expendable paper pallet has just completed extensive field and laboratory testing, and will shortly be introduced for material handling, shipping, and warehousing use. The design and principle of the Titan pallet is completely new. It utilizes engineering and manufacturing methods that are claimed to give it full rigid deck strength and economic advantages never before available in an expendable pallet. The Titan unit can be loaded, secured and handled in every way currently employed for wooden pallets. Due to the nature of the paper used, it provides an extremely high sanitation factor, particularly important in the food field. The Titan pallet is delivered "knocked down" so that in storage, it occupies approximately 25% of the space required by ordinary pallets. It is easily folded and wire stitched or stapled as needed. This assembly normally takes about 30 seconds, or about the same time needed for reading shipping cartons and containers. Each pallet will adequately support at least 2,000 pounds, and can be

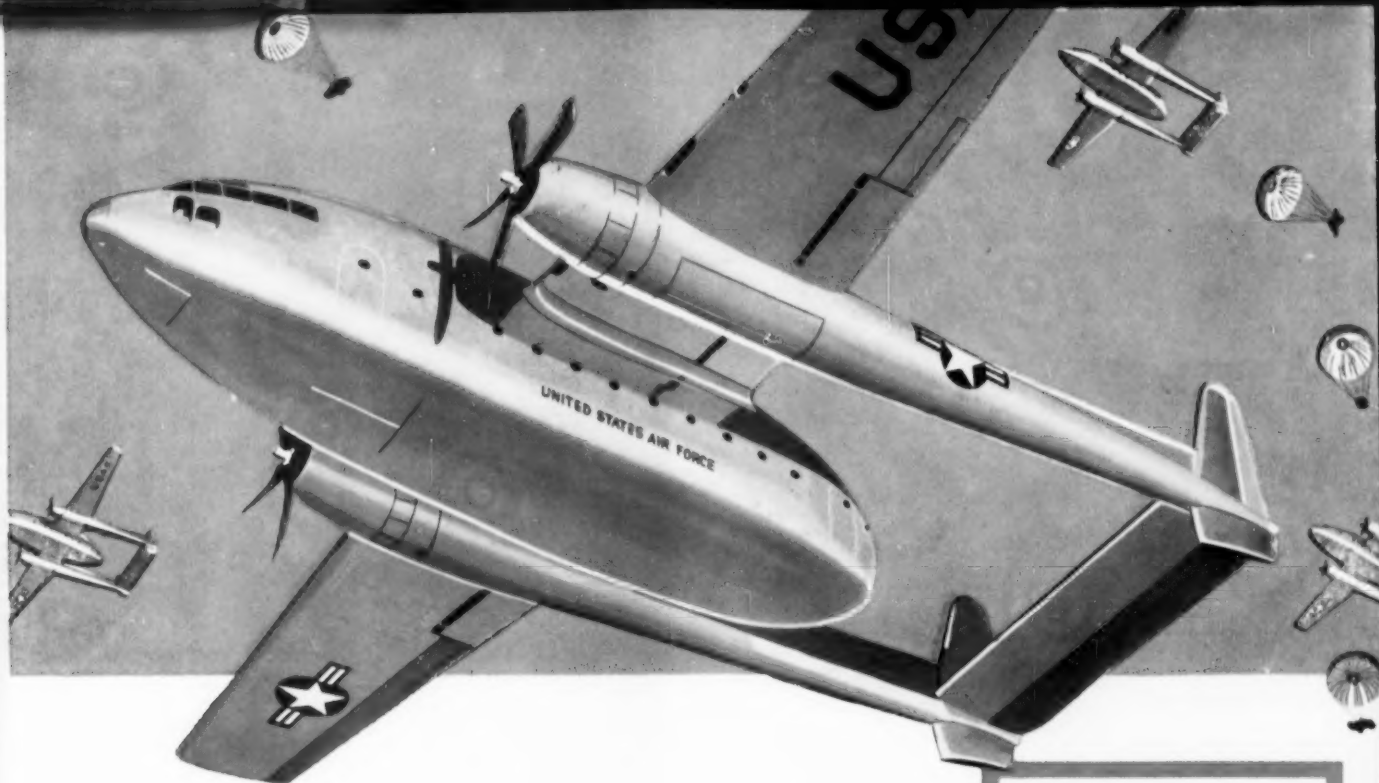
stacked loaded four-high without endangering the base pallet. Light in weight (four pounds) they can be comfortably manually handled for loading; and their initial low cost is said to be absorbed many times over in the savings in shipping costs they make possible. The charge of return shipping is eliminated, as is the expense of bookkeeping, inventory and control. With Titan pallets, there is no repair or maintenance factor. Instead of being carried as a capital item, the pallets are totally deductible as a business expense. User name, and/or product can be imprinted on the pallet in manufacture.

BOOKS

Paris (375 pages; \$3.75) and **Austria** (288 pages; \$2.95) are given a concise but thorough treatment in McGraw-Hill's excellent series of pocket Travel Guides. They do the intended job beautifully. We recommend these to the traveller without reservation. . . . **Greece**, edited by Dore Ogrizek (McGraw-Hill; 416 pages; \$6.50) is aptly described by the publishers as containing "all the ancient beauty and fascination" of that country. A handsome volume in beautiful color, it features 15 well-known writers who combine their talents to provide a thorough look-in on Greece and her people, history, geography, art, etc. . . . **The Living Past of America**, by Cornelius Vanderbilt, Jr. (Crown; 234 pages; \$5.95) is a photo album of historic houses and villages that have been preserved and restored. Concise text provides background data, as well as such information as how to get there, visiting hours, admission prices, etc.

For an air book with a straight, forthright message, we suggest that you pick up a copy of Eugene E. Wilson's **Wings of the Dawn** (170 pages) which takes issue with the oft-mentioned proposition that Western civilization is doomed to destruction. Wilson's ideas are quite the reverse, and he states his case in a volume covering the subjects of Sea Power and Social Order, Air Power and Social Revolution, and Moral Power and Social Revolution. . . . Once in a great while a quality novel of flying hits the bookstalls. Such a book is Jules Roy's **The Navigator** (Alfred A. Knopf; 177 pages; \$3) which we recommend in no uncertain terms. Translated from the original French by Mervyn Savill, the story concerns the aftermath of a collision of planes in which the sole survivor is a Free French navigator. Roy has produced a major work of emotion and excitement. . . . Seven short action air stories are between the covers of Frank Harvey's **Jet** (Ballantine; 138 pages; hardbound, \$2.75; paperbound, 35c). You'll like them.

Elleston Trevor's **The Big Pick-up** (Macmillan; 259 pages; \$3) concerns itself with a small band of British soldiers caught 40 miles from the sea and their struggle to reach the beach at Dunkirk. Good suspenseful story. . . . For some exciting reading during that plane trip of yours, we suggest **Time Bomb**, by Wilson Tucker (Rinehart; 264 pages; \$2.75)—especially if you're a science-fiction fan. It's Tucker in good form. . . . Ian Fleming's **Moonraker** (Macmillan; 220 pages; \$2.75) falls easily into the category of a thriller. It's all about an atomic rocket and the titillating battle to keep the super weapon out of the hands of the enemy.



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